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NAVAL CHRONICLE.

VOL

XX.



Published 31st Dec^r 1760, by J. Gold, 203, Shoe Lane, Fleet Street.

THE
Naval Chronicle,
FOR 1808:

CONTAINING A
GENERAL AND BIOGRAPHICAL HISTORY
OF
THE ROYAL NAVY
OF THE
United Kingdom ;
WITH A VARIETY OF ORIGINAL PAPERS ON
NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL
LITERARY AND PROFESSIONAL MEN.

VOL. XX.
(FROM JULY TO DECEMBER.)

AS YOU VALUE THE GLORY AND SAFETY OF BRITAIN, SUPPORT THE SPANIARDS
WHILST THERE REMAINS A PATRIOT STANDARD TO RALLY ROUND.

LONDON:

PRINTED AND PUBLISHED BY AND FOR JOYCE GOLD, SHOE-LANE;

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THE
Naval Chronicle

FOR 1808

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom

WITH A VARIETY OF ORIGINAL PAPERS ON

AND THE NAUTICAL SERVICE

THIS TREATISE

BY THE EDITOR OF THE

NAVY AND NAUTICAL HISTORY

IN WHICH THE

OF THE ROYAL NAVY

(FROM 1701 TO 1808)

AND THE HISTORY OF THE ROYAL NAVY IN THE YEAR 1808

LONDON:

PRINTED AND FORWARDED BY AND FOR JAMES COOK, 1808

AND FOR JAMES COOK, 1808. The following is a list of the names of the officers and crew of the ships of the Royal Navy, as they were in the year 1808. The names are arranged in alphabetical order, and are given in full, with their ranks and the names of the ships to which they were attached. The list is divided into two parts, the first containing the names of the officers, and the second containing the names of the crew. The names of the officers are given in full, with their ranks and the names of the ships to which they were attached. The names of the crew are given in full, with their names and the names of the ships to which they were attached. The list is divided into two parts, the first containing the names of the officers, and the second containing the names of the crew. The names of the officers are given in full, with their ranks and the names of the ships to which they were attached. The names of the crew are given in full, with their names and the names of the ships to which they were attached.

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TO

**ADMIRAL APODACA,
AND THE BRAVE SPANISH PATRIOTS,**

THIS TWENTIETH VOLUME OF THE

Naval Chronicle

IS RESPECTFULLY DEDICATED

BY THE PROPRIETOR AND EDITORS.

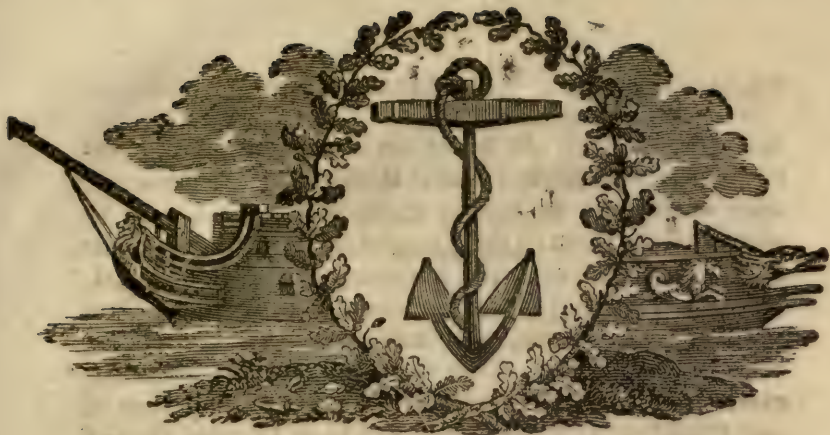
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From Original Designs.

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PREFACE

TO THE TWENTIETH VOLUME.

THE great and lively interest which every true born Englishman cherishes for the glorious contest in which the Spaniards are engaged, and the general attention which has so liberally been paid by our government, and our honourable merchants, to the support of these high-minded patriots; has justified our dedicating this volume of the *CHRONICLE*, containing many events connected with their proceedings, to these brave Opposers of *NAPOLEON THE DESTROYER*, and his powerful band of plunderers and oppressors.

It is painful to observe, even in this early state of the struggle, which the Spaniards are making with the long experienced and veteran soldiers of the French tyrant, a disposition in our Country immediately to despond, whenever even reports prevail respecting a retreat, or a temporary check of the Spanish patriots. On the contrary, it is astonishing, that the raw, and, one would have thought, undisciplined troops of Spain, should have already made the resistance they have done; and, when the Corsican has hurried, in a great alarm, to command his soldiers in person: when such an overwhelming multitude has been marched, and still continues marching to the

Spanish frontier. It is not ten defeats that will overcome the Spaniards: and it should be remembered, that what may be lost by them in the field, may be recovered by them in their mountains. When the great Alfred was defeated and his army entirely dispersed, the cause of liberty was not overcome. After a time it again blazed forth, and having gathered strength, became irresistible: That God may equally bless the glorious cause of the Spanish patriots, is the prayer of our Country, and, we trust, will soon become that of suffering Europe.

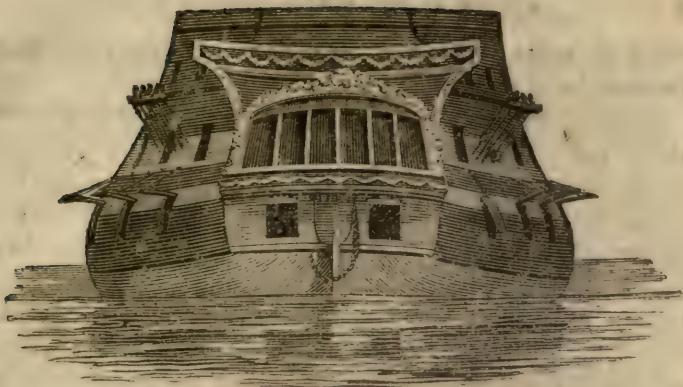
In the present volume we have been fortunate in receiving some private letters, illustrating these and other events in the war; which must prove of importance to the future historian, and have been, we trust, interesting to our readers. We particularly request our friends to favour us with a continuance of such correct information as comes under their immediate notice. In this respect we have been much indebted, amongst others, to our Correspondent, Tim. Weatherside, pages 304, 372, 440, and 451; and to our friend Splice-all, page 379. We also return our thanks to our Correspondent, A. F. Y. for his admirable letters "*On the present Management and Discipline of the Navy*," pages 23, 115, 202, and 296. To E. G. F. though he yaws about a little, particularly in his very long letter "*On the Parliamentary Duties of Naval Officers*," (page 29—34), nearly six pages; and, at page 299, in a letter of nearly five pages, becomes too general in his remarks: In answer to his fourth letter, page 125, we again repeat, what we advanced before upon indisputable authority: That we most sincerely wish, in common with the first characters in the service, and in the state, that the venerable Lord Barham and the determined Lord St. Vincent were again employed. Our Correspondent, E. G. F. has been pleased to repeat the common abuse of Earl St. Vincent; which, to evince our impartiality, we have inserted. We therefore trust, he will now allow us to add, that nothing but a very superior and great character could bear up, as his lordship's has so long done, against the torrent of abuse which has so very indiscriminately been showered upon him. To whom are we indebted for the present discipline of the Navy? Where shall we meet with an admiral who at such a distance from home, and finding such a difficulty, as he did, in procuring Supplies, will continue such a blockade as his lordship's, off Cadiz harbour? Or where shall we find such officers, as those who

have been brought up in the school of St. Vincent?—To Sir J. Sehouse our thanks are due, for his remarks, “*On an Improvement in Light-houses*,” page 281. Our friend *Robur* has recorded some early instances of our naval character, at pages 28, 199, and 380. The letter of our Correspondent, C. D. L. or rather the account which he had kindly taken the trouble to copy of the late Mr. Dalrymple, was inserted at page 210. But we totally and entirely differ from that partial notice of him. They, who wish to know more of Mr. Dalrymple, may refer to what Dr. Hawkesworth said, in the preface to his octavo edition of *Cook’s Voyages*. The Admiralty Board have acted throughout the whole of Mr. Dalrymple’s dismissal, in a manner that reflected on them the greatest credit. Captain Hurd, who succeeded Mr. Dalrymple, is well calculated for the situation: We could, however, have wished, as the service had reason to expect, that Mr. J. Whidbey, the very able master attendant of Woolwich dock-yard, and the first navigator we have, had been placed in that situation.—We are indebted to Captain Ricketts for his communication, entitled, “*New Nipper*,” page 446, and trust this experienced Officer will often contribute to our pages.

In our NAVAL BIOGRAPHY appear, amongst other Memoirs, an interesting life of the late Captain W. H. Jervis, nephew to Earl St. Vincent, page 1. One of Sir Charles Brisbane, page 81. Of Captain G. N. Hardinge, pages, 257, 383, and 430; and of the late Sir Charles Saxton, page 425. In this very difficult department of our CHRONICLE, we particularly request the assistance of our Correspondents. At the suggestion of a friend, we have in this volume changed the title of our biographical sketches, to a Memoir of the public services of naval officers; which we trust no one, however modest, would wish to be buried in oblivion.

In NAVAL POETRY, we inserted at page 53, the Hon. W. Herbert’s “*Song of Harold the Valiant*,” translated from the Icelandic language; and were sorry to perceive, when printed, that some of Mr. Dibdin’s admirable naval ballads had been inserted without his name affixed, viz. pages 50, 226, 228, and 405.—There are still some old naval songs and poetry, which we have never been able to recover.

Our PHILOSOPHICAL PAPERS in the present volume, are
 1. An account of a singular instance of Atmospheric Refraction, page 41, from the Philosophical Transactions. 2. An account of the Magnetic Mountain of Cannay, page 134.
 3. Mr. F. Little, on the Aurora Borealis, page 222. 4. Improvements in Naval Architecture, by Mr. J. W. Boswell,



Stern of a Danish first rate, Christian VII. of 96 guns (one of the ships lately taken at Copenhagen); engraved by Nesbit, from a drawing by Pocock. The original sketch was made by an officer in the British navy, who transmitted the following remarks :—The Christian VII. is peculiarly constructed abaft, her breadth suddenly decreasing from the fifth after gun to the transom, which is consequently rendered very narrow, and gives an advantage thereby to the four aftermost guns to point very obliquely against an enemy coming on her quarter. The shape of her transom has obliged the builder to keep her as full as possible, in order to assist and ease her in a rough sea, which gives her quarter an ugly, and, as it is generally called, a wall-sided appearance, and takes considerably from the room and accommodation of the officers. At the bow, this, as well as the other Danish ships, is very finely turned and handsome.—As her passage to England was her first trial, nothing can be said of the properties of the Christian VII. but that she is a fine sailer. Danish vessels in general are very smooth sided, having no projections of thick plank, or what are called wales, which is certainly an improvement, as neither water nor dirt can lodge thereabouts, to injure the seams or rot the oakum.

MEMOIR OF THE PUBLIC SERVICES

OF THE LATE

CAPTAIN WILLIAM HENRY JERVIS, OF THE ROYAL NAVY.

“ ——— JERVIS, a name to Britons dear ! ”

CAPTAIN WILLIAM HENRY JERVIS (formerly Ricketts), the son of William Henry and Mary Ricketts, was born November 4, 1764, in Park-street, Grovesnor-square. At the age of eight, he was placed at the grammar school at Odiham, under the tuition of the Reverend Thomas Webb. From this school he was removed to Winchester college (of which the celebrated Dr. Worton was then master), and placed under the instruction of the excellent and learned Mr. Huntingford (the present Bishop of Gloucester). There he derived every advantage

which an active and industrious mind so rapidly acquires from the erudition of an intelligent master.

In reviewing this period of life, the dawns of intellectual ability and intrinsic merit are never hidden from us. We may always trace the expanding genius of youth with confidence, when the natural disposition is generous and open. Such was particularly the case with the subject of this memoir, who, very early fired by an ardent inclination to enter that walk of life which had been trodden by so many with honour to themselves, and benefit to their country, imbibed a desire for the sea service. His excellent and indulgent parents, solicitous to cherish the growing zeal of their son, and having the happy opportunity of placing him under an officer so highly distinguished as his maternal uncle, Captain Jervis (now Earl St. Vincent), determined to accede to his wishes; and, in 1781, he embarked in the *Foudroyant*. In this ship he had the satisfaction of serving during the gallant action and capture of *la Pegase*,* and was one of the midshipmen sent to take possession of, and bring her into port.

As the testimony of great and good men is, at every time of life, a strong proof of merit, it may here not be amiss to give our readers an extract from a letter which Mr. Ricketts received from the Rev. Dr. Huntingford, already mentioned.

“ *Winchester College, May 2, 1782.*

“ Your ship has gained immortal honour by the late signal act of skill, intrepidity, and successful enterprize. My good friend, I congratulate you heartily. The example which your captain gave you on this occasion will, I am sure, make a lasting and effectual impression on your gallant mind. You know my maxim and system is, for every man to be excellent in his particular line: to attain to some degree of merit myself, I am content to sacrifice all unnecessary avocations from business, and to confine myself to one grand point I have undertaken. That steady firmness of mind which is apparent in you, will operate in the same manner with you in your much more noble profession. Henry, your letter which gave an account of the action, has really and truly gained you great credit; it is highly commended for its distinct accuracy, and bears with it visible marks of cool attention, with becoming modesty.”

Such were the sentiments of a friend, so fully capable of appre-

* *Vide NAVAL CHRONICLE, Vol. IV. page 8, et seq.*—This was in April, 1782.

tiating the merits of this young officer; and such was the advice which he had the good fortune to be early favoured with. He received it with becoming attention; and to profit by it, throughout life, was his unceasing endeavour.

During his probationary servitude in the naval profession, it would be almost impossible, and indeed is unnecessary, to enumerate the various instances of youthful ardour and activity which he displayed. It is sufficient to portray the general character, and to know that he acquired the approbation of his distinguished captain, to be satisfied that he deserved it.

Having served the usual time, he was made a lieutenant into his majesty's ship *Success*; and, passing on to the next rank in his profession, served as commander in the *Shrewsbury* and *Bonetta* sloops of war successively, until September, 1790. In each of these gradations, Captain Ricketts had an opportunity of seeing service, and of maturing his capacity for the vocation which he had engaged in. On all occasions, we find his conduct universally approved, and highly meritorious; and, in the desultory kind of warfare in which vessels of this class are usually engaged, he frequently distinguished himself. But, at the present epoch of the naval service, when victories so numerous and formidable have raised it to a height unparalleled in history; when small actions of gallantry (although always commensurate with great ones in their individual merit, local advantages, and relative consequences), are forgotten by their number, and are lost upon comparison, we must be content with recording the proud satisfaction which every British officer must feel, who, like the subject of this memoir, deserves well of his profession; each, like him, eagerly looking forward to the hour, when his opportunity may arrive, of sharing the laurel of victory, and of coupling his name with the heroes that have preceded him.

In the year 1790, Captain Ricketts commanded the *Hermione*; and, in October, 1795, he was appointed to the *Magicienne* frigate. In the spring of 1796, the *Magicienne* was one of the frigates under the orders of the zealous and gallant Commodore Sir Sidney Smith, and shared equally the fatigue and the exploits of that active squadron, on the French coast,* until Captain

* *Vide* NAVAL CHRONICLE, Vol. IV. page 453.

Ricketts was ordered to join Rear-admiral Man; with whom he continued until he was sent express with despatches to the West Indies, containing information of the probable rupture with Spain. He arrived at Jamaica in the month of September following.

At this period a war with Spain was by no means certain; but the probability of that country being forced to coalesce with the French republic, against Great Britain, was so strongly the prevailing opinion, that Captain Ricketts undertook to detain a valuable Spanish ship from Cadiz, bound to Vera Cruz, which he fell in with on his passage. The declaration of war, which followed shortly after, proved this proceeding to have been well judged.

Captain Ricketts' services in this quarter of the world, under Sir John Duckworth and Sir Hyde Parker, were active and brilliant, annoying the enemy incessantly. His several gallant exploits gained him the approbation of both those commanders-in-chief, and he was complimented with a flying squadron, which cruised under his orders.

The individual instances which occurred, during a period of two years constant and active service, in a country swarming with enemy's privateers of all descriptions, in which uniform zeal, judgment, discretion, and resolution were displayed, were very numerous.—Captain Ricketts' activity detected much of the illicit trade then carried on by the Americans; and his promptitude and decision soon checked a system so prejudicial to our commerce.

Upwards of forty sail of letters of marque, of various sizes, were taken or destroyed by his indefatigable little squadron. Amongst that number was the *Brutus*, of 24 guns; on which occasion Vice-admiral Sir Hyde Parker highly complimented Captain Ricketts, in his letter to the Admiralty, which appeared in the gazette of the 8th of April, 1797.—The French commodore, Barney, with the *Medusa* and *Insurgent* frigates, of 44 and 36 guns, narrowly escaped the vigilance of the *Magicienne* and *Regulus*, in consequence of their being favoured by the land breeze.

The attack on the vessels in the harbour of Cape Roxo, Porto Rico, in the night of the 5th of April, 1797, was well conceived,

and as well conducted; the boats of the *Magicienne* and *Regulus* having effected the destruction of eleven sail of square-rigged vessels, cut out a Spanish schooner and sloop, and spiked two two-gun batteries at the entrance of the harbour; which, from the darkness of the night, and the intricate navigation, was found to be a very difficult enterprise.

The latter end of the same month, we find Captain Ricketts making a gallant attack upon the enemy, in Carcass Bay, St. Domingo, which obliged them to raise the siege of Irois, a post which formed the key to the grand Anse; and thus, by the active exertions of the *Magicienne* and *Regulus*, the whole of our western possessions in St. Domingo, against which plans of attack had been concerted, were prevented from falling into the hands of the enemy. These services were at that time considered of great importance, as appears by the following letters:—

Copy of a letter from Vice-admiral Sir Hyde Perker, to Evan Nepean, Esq. dated June 11, 1797.

“ I have the pleasure to acquaint you, for their lordships’ information, that the Grand Anse is acknowledged to be saved by the spirited and well-timed attack made by Captain Ricketts, of his majesty’s ship *Magicienne*, upon the enemy’s transports of provisions and ammunition in Carcass bay, for the particulars of which I beg to refer you to a copy of Captain Ricketts’ letter.”

(COPY).

“ SIR,

“ *La Magicienne*, April 24, 1797:

“ I beg leave to inform you, that, on Sunday the 23d instant, when doubling Cape Tiberoon, in company with his majesty’s ships *Regulus* and *Fortune* schooner, we discovered a six-gun privateer sloop, and four schooners, at anchor in this bay, which convinced me that the port of Irois was attacked. Soon after, the alarm gun was fired from the fort: as no time was to be lost in endeavouring to counteract the views of the enemy, we stood in and anchored, when we commenced a heavy cannonade, and had the good fortune in a short time to drive them into the mountains. Their field pieces, ammunition, provisions, and vessels, laden with necessities for carrying on the siege, fell into our hands.

“ The good conduct of every officer and sailor belonging to our little squadron, manifested itself upon this occasion, as well as upon many others since I have had the honour to command it.

“ I have to regret the loss of four men killed; and Mr. Morgan, master’s mate, and ten men wounded (though not mortally), who were in the *Magicienne*’s boats when endeavouring to tow out the privateers.

“ I have the honour to be, &c.

“ *To Vice-admiral Sir Hyde Parker, &c.*

“ W. H. RICKETTS.”

The gazette of August 14, 1797, contains the following despatch from Lieutenant-general Simcoe, dated Port au Prince, June 20, 1797 :—

“ I do myself the honour of enclosing General Churchill’s report of the attack made by the enemy on the Grand Anse, and the repulse they met with in that quarter. The brigadier-general acknowledges in the strongest manner the services which Captain Ricketts, of the *Magicienne*, with the squadron under his command, effected in the destruction of the vessels of the enemy in Carcass bay.”

Extract from Brigadier-general Churchill’s letter, dated Jeremie, April 30.

“ In the mean time the enemy were making every disposition for a regular siege of Irois, when, fortunately, the *Magicienne* frigate, commanded by Captain Ricketts, attacked their small fleet in the Bay of Carcasses, and sunk the vessels loaded with cannon and military stores for the siege.”

The following address, from the inhabitants of Jeremie, the capital of the Grand Anse, also shews the consideration which they entertained of this service :—

To the Honourable George [William] Henry Ricketts, commander of his majesty’s ships, la Magicienne, le Regulus, Captain Carthew, and the Fortune sloop, Lieutenant Trelawny, stationed off the southern part of St. Domingo.

“ SIR,

“ The important service which you rendered to the Grand Anse, on the 24th of last month, has excited the most grateful sensations in the hearts of its inhabitants.

“ Condescend, sir, to accept of their most respectful acknowledgments.

“ The Grand Anse will never forget, that the enemy, after a fruitless assault against the fort of Irois, threatening it with a siege, for which it had assembled a most powerful force in Carcass bay, saw you, at a single signal, rush down upon them, with the *Magicienne*, *Regulus*, and *Fortune*; that your fire was so terrible, and so well supported, that, in a short time, the shore was covered with dead, and the numerous troops collected for the expedition put to flight.

“ You took, or sunk, the six ships which formed their marine; and carried off their guns, their ammunition, their provisions, and even the tent of their commander in chief.

“ It was this decisive advantage which compelled them, precipitately, to re-enter their own territory; when two columns advanced, to complete their destruction by land, which had been so well commenced upon the sea.

“ This exploit, so glorious for the British flag, insures to you, sir, the most flattering rewards, from the king of whom we have now the honour

to become the subjects; it obtains a security for the Grand Anse, which, unquestionably, the implacable hatred of an obstinate enemy will not, for a long time, again disturb; this happy event having induced the government to adopt such measures as will preserve it for the future.

"In the inability of the inhabitants properly to acknowledge so signal a service, they beg of you, sir, to receive, as a testimony of their gratitude, a complete plan of the country of the Grand Anse, in which will be found, correctly drawn, the fort of Irois and the Bay of Carcasses.

"This plan, in reminding you of the memorable action of the 24th of April, will call to your recollection how much your presence, and that of the ships of war under your command, were serviceable to the Grand Anse; will solicit a continuation of your vigilance towards a quarter which first called for the assistance of his Britannic majesty's forces, and which has uniformly given to its government innumerable proofs of its inviolable fidelity.

"We are, with the most respectful esteem, and the most lively gratitude,

"Sir,

"Your most humble and obedient servants,

"THE INHABITANTS OF THE GRAND ANSE."

(A correct copy, from the original, signed by all the inhabitants)

Lieutenant-colonel H. DESOMBRAGE,
Major de la Place.

The whole of the enemy's coast, as well as the island of St. Domingo, seems more or less to have felt the activity of this little squadron; for we find in the gazette of April 2, 1798, an extract of a letter from Vice-admiral Sir Hyde Parker, to Mr. Nepean, enclosing the following letter, and stating that he is sure their lordships will, with him, highly approve the gallant conduct of Captain Ricketts, as well as the captains, officers, seamen, and marines under his command:—

(COPY.)

"*La Magicienne, off the Island of Zacher, December 28, 1797.*

"Having received information, that several brigs and schooners belonging to the enemy were in Guadilla bay, in the island of Porto Rico, I proceeded there with his majesty's ships *la Magicienne*, *Regulus*, and *Diligence*: on the 27th at noon, we anchored close abreast of the forts, and after an hour and a half cannonading, captured every vessel under their protection. To Captain Carthew I am indebted for the very gallant and able support that I on this occasion met with (as well as many others since the *Regulus* has been under my orders): Captain Meads, who commanded the boats that took possession of the vessels, executed that service much to his own honour, and highly to my approbation: indeed every officer and man belonging to this squadron is fully entitled to my best thanks and praises."

Another most essential service was performed in the beginning of 1798, under the orders of Captain Ricketts. The *Magicienne*, *Regulus*, and *Drake* brig sailed from Cape Nichola Mole, with detachments of only 250 troops, for the purpose of dislodging a considerable body of brigands, who had established themselves in Platform bay, about seven leagues to the westward of the Mole; whence, by small vessels and row-boats, carrying about twenty men each, they daily committed depredations and acts of piracy against merchant vessels of every description. To secure themselves more effectually, they had collected a thirteen-inch mortar, and several guns (some of large calibre), for the purpose of mounting them on the Platform, an eminence so called from its shape, and presenting by nature a position of great strength. The summit is as level as a bowling green, about the third of a mile in circumference, and affording the most commanding situation of the bay and adjacent country; so steep withal, as to render it very difficult of ascent, and capable of being made, with a little art, defensible by a small body, against any number that could be brought against it. On this advantageous spot, therefore, the pirates had fixed to fortify themselves, and had already succeeded in getting the mortar up the hill, when the sudden arrival of the squadron put an end to their operations. By the dawn of day, on the 13th of February, the ships were in the bay, and the troops landed with so much celerity, under cover of the *Magicienne's* fire, to scour the beach, flanked by the *Drake* brig, that the enemy was surprized and routed before he had time to gain the Platform, which was immediately taken possession of by the troops, and several advanced posts on the commanding heights occupied, to interrupt the proceedings of the brigands, who were assembled in large bodies from the country. The seamen at the same time were landed, and brought off four row-barges, and, in the course of the day and following morning, all their ordnance, consisting of the 13 inch mortar and six guns. In the afternoon the troops reembarked; the whole enterprise having been fortunately accomplished without the loss of a man.*

* Illustrative of this action, an engraved representation of the *Magicienne*, and *Drake* brig, as engaged, is given at page 41 of the present volume, from a drawing taken upon the spot.

But it would be endless to trace this little squadron through every instance in which, whilst under the orders of Captain Ricketts, it was distinguished for active cruising. Its merits were fully known, and duly appretiated, by the commander in chief on the Jamaica station.

The *Magicienne* was soon afterwards despatched to Caraccas, on a particular duty; and, on the 4th of May, 1798, when Captain Ricketts returned to the Mole, private affairs requiring his immediate return to England, the country was for a time deprived of the services of this zealous officer.

In 1800, he resumed his employment, and was appointed to the *Naiad* frigate.

The glorious victory of the 14th of February, 1797, which had raised his eminently distinguished uncle (Sir John Jervis) to the peerage, by the title of Earl St. Vincent,* is still (as the high sense of the just reward bestowed by his majesty for this important achievement must ever be) alive in the memory of every one. His majesty having also been graciously pleased, on the 21st of April, 1801, to renew his grant of the dignity of Viscount St. Vincent, of Meaford, in the county of Stafford, with remainder to Captain Ricketts, he soon after received his royal license and authority to use and take the surname of his illustrious and noble relative.

Towards the latter end of the war, Captain Jervis received the command of the *Robust*, of 74 guns, and was employed in the Channel fleet. This ship, like many others which he had commanded, was considered a complete man of war, both in her interior regulation and military discipline; and a squadron being ordered to the West Indies, after the cessation of hostilities, the *Robust* was one of the ships selected by Earl St. Vincent, who then presided at the Admiralty Board, for this duty: a signal instance of impartiality, as that country was suffering under a most malignant contagion. He resigned the command of this ship in July, 1802.

Hostilities being again on the point of commencing, Captain Jervis was amongst the foremost in seeking employment. His seniority as a captain not entitling him to the command of a frigate (a kind of service most adapted to an active mind), he

* We particularly recommend to the perusal of our readers the corrected edition of the biographical memoir of the gallant earl, Vol. IV. *et seq.*

was appointed to the *Magnificent*, one of the smaller class of 74's, on the 31st of May, 1803. Being attached to the Channel fleet, he for a time formed part of a small squadron employed on the south-west coast of Ireland; and, upon his being recalled, that gallant and discerning officer, Admiral Cornwallis (with whom he was an acknowledged favourite) honoured him by allowing him to remain for some time senior officer of the inshore squadron, off Brest.*

The course of service in the Channel fleet, unless fortunately presented with the opportunity of a general engagement, is of a very monotonous and insipid kind. The gratifying reflection of being a link in one of those effective chains which block up every port of the enemy, and preserve security to our country, affords always a solace for the many privations and hardships which are endured; but it is not often that an occasion presents itself of exercising the valour and patriotism of those brave men who compose it.

Whilst commanding inshore, Captain Jervis was not unmindful of the trust reposed in him; and, assiduously reconnoitring the enemy's coast, he discovered several sail of vessels in the bay of Conquit. He determined upon laying hold of them; and, having manned and armed the boats of the squadron, the night of the 24th of March, 1804, was fixed upon to cut them out. Unfortunately, on approaching the bay, a very strong current setting to the eastward, with the appearance of threatening weather from the south-west, obliged them to abandon the enterprise, which had otherwise been so well digested and arranged, that the whole of the enemy's vessels must inevitably have fallen into their hands.

It was on the following day, after getting under way (in consequence of thick weather and strong winds from the south-west), and endeavouring to round the outermost of the Black Rocks, that the *Magnificent* struck upon a rock (unknown to the French pilot on board, and not noticed in any chart), and every effort having been made in vain to get her off, the tide rising rapidly, she was unfortunately wrecked.

* On the 30th of November, Captain Jervis received the appointment of treasurer of Greenwich Hospital.

Events of this nature, although frequently occurring, from the extent of our navy, and the intricacy of the navigation where they may be employed, are always distressing in their immediate consequences, and must invariably strike a degree of terror into every one: but it is gratifying to reflect upon the good order, fortitude, and determination preserved by Captain Jervis, at such an arduous moment, when we consider that to such alone is to be attributed the preservation of so many valuable lives from a watery grave. The following extract of a letter, from an officer belonging to the ship, written at the time, conveys more fully the particular circumstances attending this calamitous event:—

“ The diligence of the boats of the squadron, who came immediately to our assistance, and the activity and promptitude of our worthy captain, have been the means of saving about 600 men, who (except about 70 or 80 that were unfortunately made prisoners by the last boats drifting to leeward) have been distributed into the large ships. At a time like this, when a certain degree of confusion might be excused and expected, you will be surprised to hear of the order and subordination that were preserved, on this brink of eternity; the sick and invalids, with a surgeon's assistant, were sent away in the first boats, and then the ship's company by divisions, in succession, the officers and marines remaining to the last, and the seamen relieving each other at the pumps, even after they were nearly choaked up, and the necessary alternative of abandoning the ship was determined upon. All private property is lost with the public wreck; nor would Captain Jervis permit his service of plate to be preserved, although frequently requested to do so, whilst it held out the apprehension of losing one valuable life; he remained on the wreck to the last, displaying that firmness and magnanimity which so much endear him to us all: his kind friend, Captain Otway, of the *Montagu*, remained with him in this perilous situation, and gave every assistance which his intelligence and capacity made him so equal to.”*

A court martial was held upon the captain, officers, and ship's company, for the loss of the *Magnificent*, immediately upon Captain Jervis's return to England, on board the *Salvador del Mundo*, in *Hamoaze*, when they were all honourably acquitted of blame.

A state of inactivity in his profession, however, at a period when the probability of soon striking some important blow at sea formed an additional incitement to a mind like his, was incompatible with the character of Captain Jervis. He lost no time in

* An interesting letter, addressed to Mr. Mottley, of Portsmouth, by an officer on board the squadron off the Black Rocks, relating to this unfortunate event, also appears in the eleventh volume of this work, page 298.

applying for a command ; and, upon the promotion of flags, in May, 1804, he went out to supercede Sir Edward Pellew, as captain of the *Tonnant*, of 80 guns, and formed part of the Channel fleet, occasionally off Ferrol, Rochefort, and Brest. During a cruise this winter, in the Bay of Biscay, with the squadron under the command of Rear-admiral Sir Thomas Graves, the *Tonnant* suffered much in a violent storm of thunder and lightning ; her mainmast being severely damaged, and having one man killed, and ten wounded, by the lightning.

The awful panic which strikes every individual upon an occasion so alarming, may be readily conceived ; the mind waits, with impending apprehension, for the renewal of a shock which may terminate in destruction ; and the affrighted mariner, amidst this chaos of the elements, though insensible to danger upon ordinary occasions, yields readily to his alarms : but here we still find the same fortitude, presence of mind, and undaunted firmness prevail in Captain Jervis. We behold with pleasure, and we record with satisfaction, these bright emanations of that good and worthy character, which we fondly hoped would have lived to run a long career of glory, in a service where he was inestimably, yet justly prized ; and we sympathize with his family and friends, upon the loss which, alas ! they and his country were soon so prematurely to sustain.

Upon the squadron resuming its station off Rochefort, in January 1805, it was discovered that the *Doris* frigate had been wrecked, and that the Rochefort squadron had escaped from port. The rear-admiral, anxious to apprise the commander in chief of such an event, without delay, despatched the *Tonnant* to the Channel fleet ; and, on his arrival there, on the 26th of January, Captain Jervis, eager to make the communication, left the *Tonnant* in one of the ship's boats, to proceed to the *St. Josef*, the flag-ship of Vice-admiral Sir Charles Cotton. Unfortunately, when she got about half way, a sea broke into the boat ; and, before the crew could extricate her, another sea broke ; she upset, and Captain Jervis and one of the boat's crew were drowned, every effort having been unsuccessfully made to save them. The particularly gallant exertions of Captain Patrick Campbell (late of the *Doris* frigate), who was in the boat, and the cockswain, deserve to be commemorated : the latter (John Jones), holding fast to his cap-

tain, kept him above water a considerable time, and brought him thrice to the surface, when he was in the act of sinking. Had his strength enabled him, he would have sunk with his revered captain, ere he would have quitted his hold; and the former, although himself in the most perilous situation, regardless of his own state, kept constantly urging and encouraging the cockswain to exertion.

Thus was cut off, in the prime of life, an officer promising to have been amongst the first characters of his profession—generous, brave, humane; ardent, active, and zealous; determined, temperate, and collected; uniting the best qualities of the heart and understanding, with every characteristic of an intelligent mind. As an officer, his death may truly be considered a national loss—to his friends, an irreparable one: his memory will ever be dear to those who had the happiness of knowing him.*

The following lines, the tribute of a friend, were written upon this melancholy occasion:—

Friend of my youth, and more my friend,
 Since time had taught me how to prize that name,
 I must deplore thy sad untimely end,
 Alike a shock to friendship and to fame.

For well I knew that heart of gen'rous mould,
 From whence thy very failings took their form;
 Where shone that innate British spirit bold,
 In fight conspicuous, or the rudest storm.

Full many a golden year for thee in store,
 I fondly hop'd, my Henry, still remain'd;
 When thou, return'd to this then peaceful shore,
 Mightst add thy fame to that St. Vincent gain'd.

I fondly hop'd—but hop'd, alas! in vain—
 (Such all attempts th' Almighty Pow'r to scan)
 Hope the delusion often of the brain,
 Yet the sole comfort of short sighted man.

Enough!—Let us who here awhile remain,
 Be doubly kind to those he held most dear;
 Attempt to sooth th' afflicted parent's pain,
 And kiss from infant eyes the filial tear.

* Captain Jervis left two daughters by his marriage with Lady Elizabeth Lambert, daughter of the late Earl of Cavan.

LINES

ON THE DEATH OF CAPTAIN JERVIS.

He must not float upon his wat'ry bier
Unwept—nor welter to the parching wind
Without the meed of some melodious tear.

MILTON'S LYCIDAS.

Sunk in the silent lethargy of woe,
Her tear-swoll'n eyes fix'd mournful on the ground,
Britannia comes, with solemn steps and slow,
Wide streams her sea-green hair with cypress crown'd.

See, now she hangs o'er yonder craggy steep,
On whose broad base th' imperious billow breaks ;
Now casts a sorrowing look across the deep,
Clasps with her hands, and thus her anguish speaks:

“ Here lies my son ! in ocean's coral bed
My noble Jervis finds a wat'ry grave ;
Cold is the heart which patriot ardour fed,
And cold the hand in death outstretch'd to save.

“ Eager the call of duty to obey,
And snatch his comrades from the grasp of death ;
Gladly he followed where she led the way,
His work completed, and resign'd his breath.

“ What, though unseam'd with many a hard-earn'd scar,
Won in the battle on th' impurpled flood,
He fell not glorious, 'mid the din of war,
Nor stamp'd his name in characters of blood :

“ What, though from conquest's guilty temples torn,
No gory trophies crown his oak-wreath'd bier ;
Yet soft humanity his fate shall mourn,
And every Briton drop a heartfelt tear.”

* * In the XVIIth volume of the NAVAL CHRONICLE, page 415, will also be found some “ *Extempore Lines*,” to the memory of Captain Jervis, copied from Dr. HALLORAN'S *Poems*.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c

NANTES IN GURGITE VASTO.

ALLEGED OUTRAGE AT SEA.*

A LETTER from Penzance, bearing date the 13th of May, and published in different London prints, having stated that a gentleman's pleasure boat was sunk on the 9th of that month between Portland and St. Alban's, by a Belfast trader, and that the act was accompanied by circumstances of wanton barbarity, a strict investigation of the transaction was instituted by the owners of the said trader; the master and mate of her being examined on oath, depose as follows:—

“ Samuel Montgomery, master of the brig *Venus*, of Belfast, maketh oath, that, on Monday, the 9th of May, on his voyage from London to Belfast, off Portland, about 8 o'clock, P.M. deponent discovered a small vessel, ketch-rigged, about two miles to windward, bearing down upon him. He being then close hauled, beating to the westward, wind W.S.W. called the watch, that all hands might be on deck, supposing her to be an enemy; he then altered his course in order to avoid her, but perceiving that she still followed him, he hoisted colours, opened his ports, and fired a shot a-head of her. After this some time elapsed, the strange sail still following him, without attending to his signal, or shewing colours, when a shot was fired at her; she then hoisted English colours, and without altering her course, continued to bear down upon deponent's vessel; when within call, deponent hailed the strange vessel, desiring her to keep off, which not being attended to, a second shot was fired at her: this shot, deponent believes, carried away her mizen. After this a few more shots were fired at her, deponent repeatedly hailing in the intervals, without receiving any reply. The vessel having at length neared, a person from the strange vessel called out that she was a pleasure-boat belonging to Mount's Bay, bound from thence to London. All firing then ceased, with the exception of one gun from the gangway, which

* *Vide* NAVAL CHRONICLE, Vol. XIX. page 277.

was discharged without deponent's orders, and said shot did not strike her. Two men then came off from the strange vessel, one of whom said, that the cause of their following the trader proceeded from their supposing her to be a gun-brig, and that they wished to inform the lieutenant, that the Channel fleet were in Torbay. When demanded why he did not obey the signals, or answer when hailed, he replied, that he was inexperienced in steering, or making signals; that they heard themselves hailed, but were afraid to venture upon deck: that his brother was in bed, and the master below. By this time it appeared that the small vessel was so much injured, it was impossible to prevent her sinking, which she did shortly after. Her crew, three in number, were taken on board the trader, all apparently intoxicated, when every attention and accommodation were afforded them by deponent, who caused them to be landed in safety at Torbay the day following. Previous to their going ashore, they expressed their gratitude for the civility and attention shewn them, and begged deponent's acceptance of a valuable compass, acknowledging that the unpleasant accident was to be ascribed to their own inexperience.

“GEORGE JOY,

“Magistrate for the county of Antrim.

“Sworn before me at Belfast,

31st May, 1808.

“SAMUEL MONTGOMERY.”

FRENCH CAPTURES.

THE following is a list of vessels captured or sequestered in France, under the decree of the 17th of December:—

Susan, Snow, for St. Petersburg, of Brunswick, detained at Gravelines.

Charlotte, Lowden, of ———, bound from Plymouth to Got-
tenburg, with salt, detained at Ostend.

Brothers, List, of Danbury, from Virginia to London, with
tobacco, detained at Calais.

Hyades, Savage, of ———, with rice and cotton, bound from
Charleston to London, detained at Calais.

Speculator, Little, of ———, in ballast, bound from Amster-
dam to America, detained at Calais.

Octavia, Collins, with rice and cotton, bound from Charleston
to London, detained at Calais.

Aurora, Dashill, with West India produce, from Baltimore to
Amsterdam, detained at Calais.

Tarantula, Riley, from Philadelphia to ———, lost in entering Boulogne harbour.

Hibernia, from Tonningen to ———, detained at Alicant.

Mercury, Bradford, with fish, from Plymouth to ———, detained at Alicant.

Rising Sun, Burt, with West India produce, from Philadelphia to Bremen, detained at Amsterdam.

George, Everet, from Philadelphia to Lisbon, detained in a port near Brest.

Sally, Hastings, detained at Malaga.

United States, from Norfolk to Algesiras, detained at Algesiras.

Henry, Sayer, bound to Marseilles, detained at Marseilles.

Peace and Plenty, Foster, from Boston to Marseilles, detained at Marseilles.

Fame, Small, from Boston to Marseilles, detained at Marseilles.

Edward, Lewis, from Philadelphia to Marseilles, detained at Rochelle.

Two Marys, Asley, from Norfolk to Nantz, detained at Belleisle.

Jersey, Williams, from New York to Palermo, detained at Leghorn.

Calliope, Taylor, from New York to Bourdeaux, detained at L'Orient.

Thomas Jefferson, from Bourdeaux to Morlaix, detained at Morlaix.

[The above, as reported to the council of prizes.]

Three Apprentices, Charleston Packet, James Maddison, Charleston, Yarice, and Freedom, detained at Bourdeaux.

Cadiz Packet, detained at Marseilles.

Catherine, detained at St. Maloes.

Paulina, detained at Roscoff.

Venus and Grace, detained at Porto Ferrago.

Reward, detained at Poros.

George and Vengeance, detained at Passage, Spain.

America, detained at Helvoet.

[Perishable commodities to be sold.]

AMERICAN 'COMMERCE.

WE copy the following article from the *American Norfolk Ledger*, as being peculiarly interesting at the present period:—

“ It has been insisted that Buonaparte's decrees went to exclude

us from all commerce, for which reason the embargo is a wise measure. At this moment we have before us an official document, which will enable our readers to perceive how much we have given up, which it was in our power to have enjoyed, the decrees of Buonaparte's paper blockades to the contrary notwithstanding. We shall divide this statement into certain and doubtful. From the official document alluded to, it appears that we exported from the 30th of September, 1806, to the 30th of September, 1807, to places where Buonaparte's power does not extend, as follows:—

	<i>Domestic.</i>	<i>Foreign.</i>
Sweden.....	56,857	38,587
Swedish West Indies.....	416,589	11,155
Cape of Good Hope.....	67,211	94,316
England.....	16,828,157	1,881,289
Scotland.....	2,449,941	117,261
Ireland.....	1,661,854	28,831
Guernsey, Jersey, &c.....	211,730	263
Gibraltar.....	119,832	131,221
British African ports.....	8,273	1,788
—— East Indies.....	11,666	82,701
—— West Indies.....	5,322,276	660,361
Newfoundland, &c.....	208,611	58,884
British American colonies.....	1,192,583	163,944
Honduras, &c.....	146,176	537,478
Madeira.....	528,375	62,194
Fayal and other Azores.....	21,257	14,376
Cape de Verdes.....	15,217	44,413
Brazil.....	4,784	144
Malta.....	—	1,534
Morocco and Barbary States.....	8,358	34,384
China.....	84,022	118,258
East Indies.....	817,268	593,443
Africa.....	369,224	1,016,880
South Seas.....	3,884	5,266
North-west coast of Africa.....	10,777	92,928
Danish (now British) W. I.....	196,010	307,366
	<hr/>	<hr/>
	30,468,932	6,014,175

“ Now it is to be observed, that in the prosecution of our commerce, as far as it extends to the places above-mentioned, and to the amount of upwards of 30 millions of dollars of our domestic produce; that is, our tobacco, cotton, corn, flour, flax, tar, turpentine, staves, &c. we should experience no interruption under the British orders of council; neither do the British orders in

council affect our trade to the enemy's colonies. Those colonies stand so much in need of our supplies, that in spite of all Buonaparte's decrees, they would have those supplies if they could get them, the amount of which we find to be, from the same official documents :—

	<i>Domestic.</i>	<i>Foreign.</i>
Dutch West and East Indies	7,755,890	768,202
French ditto ditto	3,045,293	3,108,937
Spanish, American, and other colonies ..	2,670,463	9,340,670
	<hr/>	<hr/>
	13,471,646	13,217,809

“ We think it is evident, that if Buonaparte were to continue in his present course, that the above colonies would revolt, unless they could procure supplies from this country ; the superior marine of England would render it impossible to get supplies from the mother countries.

“ The following result is presented : that in defiance of Buonaparte's decrees, we have certain markets for upwards of thirty millions of our domestic, and nearly seven millions of our foreign exports ; that we should have [highly] probable markets for upwards of six millions more of domestic, and thirteen millions of foreign produce, being upwards of six-eighths of all our domestic produce, about one-third of all our foreign exports, without counting upon the almost impossibility of Buonaparte being able wholly to exclude our commerce from the continent of Europe. These views of this important subject merit attention. Great Britain and her present dominions receive from the United States upwards of twenty-eight millions of dollars of domestic produce.”

SPEECH OF THE PRESENT KING OF SWEDEN, GUSTAVUS ADOLPHUS, DELIVERED FROM THE THRONE IN 1792, ON HIS CORONATION, AND ADDRESSED TO HIS ROYAL HIGHNESS THE LATE DUKE REGENT.

THE day is come, on which, pursuant to the last will of my late father, I am to declare myself of age to govern the Swedish people. On my entering, this day, in the name of the Lord, on the administration of my kingdom, by requesting your highness to resign me that government which you have hitherto held, I feel my heart deeply affected by the most lively feelings, penetrated with veneration and gratitude towards that Providence which has chosen me to govern free and independent people, and with love for a nation, at all times distinguished for its loyalty and valour,

and impressed with the importance and extent of the duties I have to fulfil on this occasion, so important for me, and for us all, the recollection of the severe loss we have sustained naturally revives in our mind; I having lost a kind parent, and the country a revered and beloved king. The gratitude and homage we owe him can never be forgotten by a true Swede; but on this occasion, our regret is more keenly felt. To be this day the interpreter of the sentiments which I share with my subjects, is for me a flattering lot, and if my expressions are but weak, let it be recollected, that such a king as we have unfortunately lost, needs no other eulogiums, no other pledges of grief, but those which are imprinted on loyal and grateful minds. As his son, I bring to his memory the offering of the most heartfelt gratitude for his tender care for my well-being, which he extended even beyond the grave, by consigning to you, dear uncle, the administration of this kingdom during my minority. Your highness supplied his place both for myself and the country. I am by no means ignorant of the pain and vigilance which you have shewn, and my gratitude shall never cease. Though your own conscience offers you the best reward, yet I know that it affords you the utmost satisfaction to see me, whose youth was entrusted to your care, assume the sceptre in a worthy manner. Relying on the support of the Almighty, I feel happy in being able to declare before you, my lords, dukes, and before you, Swedes and dear subjects, assembled here, on entering on my functions, that it is my earnest wish to conduct the administration to the well-being and happiness of us all. My principal aim shall be this, to follow the course of law and justice, that every Swede may enjoy in peace the fruit of his labour; to protect the kingdom and its independence; to increase the stock of general and individual happiness; to husband the resources of the state with the utmost care: and thus to attain the choicest blessing of a king, to be surrounded with happy subjects. Yet young and inexperienced, I hope much from the councils to which I shall resort, but especially from the love of my subjects, who will strive to fulfil their duty to their king, as he shall endeavour to perform his duty towards them. By such sentiments and such a conduct the Swedish people has always distinguished itself, and my motto is, God and the People. These words shall remind me of my duty, of my responsibility, and of the support on which I rely. I am convinced that my subjects will never degenerate from their ancestors, who feared God and loved their

king; and they may rest assured, that their love shall always form my proudest glory, and my best reward."

VARIATION, AND NON-VARIATION, OF THE MAGNETIC NEEDLE.

Mr. ROBERTSON, in a late communication made to the Royal Society, has related a remarkable circumstance in the history of the variation of the compass. Since the year 1660, the compass has not varied at Jamaica: it is now what it was in the times of Halley, 6 1-2 degrees east. Of the grants, a map was given upon a magnetic meridian, and the direction of the magnetic meridian remains the same. Since the original grants, new maps, upon new scales, have been constructed, and all of them are found to agree with the first maps in the direction of the magnetic meridian. If the boundary line passed through a forest of marked trees, such trees as are now found are coincident with the present meridian. The districts were formerly by the cardinal points; and, examined by compass, the lines are still found the same. Such well attested facts discover to us how little is truly known of the science of magnetism. And as very much depends upon a full knowledge of the variation, the variation is recommended to every friend of useful discovery.

The editors of the American newspaper, the *Panoplist*, have stated, that S. Dewitt, Esq. surveyor-general of the state of New York, has lately discovered, that the variation of the magnetic needle is rapidly changing, in a direction contrary to that in which it has been heretofore moved. This is a singular and interesting phenomenon, and we should be obliged to any of our philosophical correspondents to favour us with their observations upon it; noticing the time when this reversed movement commenced, the progress it has already made, the causes which have probably produced it, and any other circumstances which may throw light on a subject of so much importance.

HONORARY REWARDS, BESTOWED BY THE SOCIETY FOR THE ENCOURAGEMENT OF ARTS, MANUFACTURES, AND COMMERCE, ON THE 31st OF MAY, 1808, FOR NAUTICAL INVENTIONS, &c.

To Captain G. W. Manby, of Yarmouth, the society have voted their gold medal, for forming a communication with ships wrecked, or stranded, by means of a rope thrown over the vessel from a mortar on the shore. The rope is attached to a shell fired from the mortar: one end of the rope remains on shore; the shot having

passed over the ship, the rope attached to it lies across the vessel, and is secured to the mast, or some other permanent part, by the persons on board; or forms the means of connection with the shore by stronger ropes, on which a cot to hold persons or property is made to traverse to and from the shore. The idea of throwing a rope from a mortar was suggested by Lieutenant Bell, in the year 1792, and was then rewarded by the Society. He proposed the mortar to be on board the ship, and from thence a rope to be thrown on land. Captain Manby considers the reverse of that mode to be attended by more advantage, and has been successful in the experiments that he has made.

To Captain William Bolton, R.N. a silver medal has been voted, for the model of a plan for fitting ship's jury-masts, when the original masts have been broken by storms, or in engagements. These jury-masts are formed from the spare spars usually carried on board king's ships, and in every merchantman that is properly found; and will enable her to carry as much sail as on her usual mast. This invention is of great importance to ships after a general action, as they will by this means be enabled to prosecute their voyage or service without any deficiency of sail.

To Captain R. H. Ball, R.N. a silver medal has been presented, for an improvement in anchors, which renders them less liable to damage than those which are made in the common mode, and of course gives greater security to the ship. His double fish-hooks, for fishing the anchors, effects that business with ease, and without risk.

To Mr. Thomas Roberts, of the Navy Office, a silver medal has been given, for improvements in ship building, by securing the ends of the beams of ships by cast iron work, instead of wooden knees: which method, owing to the present scarcity of proper timber, will be a saving of upwards of 300k in the construction of every 74-gun ship, besides giving equal security to the vessel, and allowing more room on board to work the guns. His majesty has been so satisfied with this invention, on the recommendation of the Navy Board, as to present Mr. Roberts with 800l. for it, and many ships of war are now building in conformity thereto.

CORRESPONDENCE.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

LETTER VI.

SIR,

I HAD taken up my pen to address you on another part of naval discipline, but happening to look over my fifth letter, I perceived some omissions, which I will here endeavour to supply.

Whenever punishment is deemed necessary on board a ship, it should be accompanied by as much solemnity as possible, for which purpose it must not be too frequently inflicted; and though it may sometimes happen that punition should very quickly follow the crime, yet that is not often the case. The custom of many officers to make a *black Monday* is judicious: the time is looked forward to by the culprit with a degree of dread, often impressing the mind more sensibly than the effect of the lash. But as a *black Monday* may unfortunately be necessary, I think a *white Monday* might also be introduced with good effect. If a certain number of the former have passed away without any painful occurrence to mark their sable character, I think some means should be adopted to make the ship's company take a pleasure, as well as pride, in that creditable circumstance; and if, at the expiration of some months, a captain could have the sublime satisfaction of calling his ship's company together, and, after congratulating them on their good behaviour for so long a period, proclaim a "maiden assize," and a day of jubilee, the naval regulations should allow of some premium to mark so grateful an event.

I wish, Mr. Editor, that our friends of the shore would pay attention to this hint, and avoid all public marks of rejoicing, except when there has been indeed a "maiden assize." I always rank an assize ball, while the poor wretches, condemned either to death or banishment, are taking the last leave of their country and friends, as an act of wanton cruelty, altogether unworthy of the boasted humanity of the British fair. If those periodical visitations of justice have no capital offence to punish, let us, in God's name, dance for joy: but, where the contrary is unfortunately the case, public merriment is not only extremely ill-timed, but is an insult to the feelings of humanity.

As the practice of putting men in irons is now pretty generally discontinued, I need not dwell much upon it. When a man is drunk, however, and riotous, let him be thus punished till he is sober and quiet: he merits the disgrace, and his confinement is of use. When in harbour also, and there is a possibility of escape, it may be necessary to secure some criminals by the same means; but at sea, or upon common occasions, it should never be resorted to; and when it is requisite, it should be in a proper place, where more or less communication with their messmates or others may be allowed, according to circumstances.

Denying permission to the crew to go ashore, by a *general order*, divests the captain of a great check on them; as sometimes a man might be added to the list of those who are not to have such leave, instead of assigning him to corporal castigation, which, I cannot repeat too often, should be as much as possible reserved *in terrorem*, and for urgent cases only.

In our naval discipline, as well as by the laws of the land, I fear we apply too much to the punishment of crimes, instead of their prevention, which latter is certainly the primary duty, as well as interest, of both the officer and legislator. When have penal statutes done good? Robbery under the gallows is proverbial; and wretchedness, ignorance, and depravity have made hanging a matter of mere speculation with those who enter the road to it.

This subject, Mr. Editor, leads me to another, on which, though not immediately connected with the navy, I beg leave to make a few observations: I allude to the well-meant, but injudicious attempts of the various *societies for the suppression of vice*, which are becoming common in Great Britain. I confess, that while I give them credit for their laudable views, and for their subscriptions to realise them, I cannot applaud their judgment. There is apparently a deficiency in the knowledge of human nature, and that want of profiting by experience which I have before lamented. These are at present among their principal defects. Are these self-erected censors encouraged in their undertaking by an assurance that *penal statutes have the effect they wish for*? If so, is it not strange that so many of them have fallen into disuse; as the modesty of the members of these bodies will certainly admit, that a very large proportion of the magistrates and clergy of these kingdoms equally detest vice with themselves, and would assuredly suppress it, if the powers with which they are vested would enable them to do so? On this consideration, I cannot but look upon the regulations of these societies as assuming a sort of *peculiar*

claim to virtue, to which, on investigation, they have no true ground for pretension. Again. I conceive the line of conduct they pursue to be very reprehensible: their information is gained by the most unwarrantable means, among which bribery is the most prominent; and money, which is truly said to be the root of all evil, is thus employed to produce good. Now the Scriptures are in direct opposition to this, which will not permit us to do evil that good may come therefrom; and, in my opinion, sir, every poor tipler who is by those means brought to punishment, will have been led to it by a greater degree of moral turpitude than the fault itself. In short, the plan leads to a system of corruption, that at the present moment, needs not an addition, as it already threatens the glorious constitution of this country with ruin: that corruption, Mr. Editor, which, whether displayed in sinecure pensions for life, in reversion, or in those boroughs whence members are returned to the lower house at the command of those of the upper, appals a heart, which the combined forces of Europe, led by Buonaparte, never could. According to the plan of these societies, to whom would the money thus liberally subscribed be distributed? To constables and churchwardens, whose duty it is to act without reward, when they can do it with good effect; or to spies and informers, who have joined in the crime or debauch, and perhaps occasioned it, in order to claim the reward of an *informers*—a base, odious, unmanly character. The knowledge how to govern men, and to prevent crimes, is a subject so nearly connected with that which gave rise to these reflections, that I will proceed a little farther, and recommend to these societies to reconsider their plan, and direct their efforts to *lessen* crimes, instead of *punishing* them, which they should leave to the more competent execution of those laws which are already, I fear, too numerous and harsh to do much good: let them unite under a new title, and with higher views; their means will thereby be soon increased, and they will have the satisfaction of seeing their labour and their money tend to a most beneficial result. Let them be *societies for the encouragement of virtue*. Let us not resort to the days of yore for penal statutes to punish vice; but use the best means of the present day to excite to virtue: the former have been found at least nugatory; the latter open a field to hopes of the most alluring nature to a benevolent mind. The only way to make a man detest vice, is to make him love its opposite: let the funds then be employed in procuring persons of superior attainments to those at present, for the purpose of endeavouring to cul-

tivate the minds of the lower classes of society; let not their object be merely to teach them to *read badly*, but to establish a *proud work of honour and honesty*, a *deep-rooted love of truth*, and, above all, an utter detestation of cruelty and inhumanity, whose hydra-headed forms but too often disgrace the present day. With tempers well regulated, and minds *sufficiently* informed, whatever else is wanted to be taught will not be difficult. They will be industrious in whatever calling they are placed, and of course likely to be successful in it; and will become good citizens and useful members of society. May the fleets and armies of Old England abound with such characters! for I differ wholly from two gentlemen of our sister island, now on the list of admirals, who have evinced a predilection for the employment of men of a contrary character on board their ships; and they certainly have been successful in having the objects of their regard with them, as the noise and confusion of their ships have loudly testified on several occasions. Indeed it is not long since, I think it was on the discussion respecting the bill to check the improvement of the army (I don't mean that such was the title of the bill, but its descriptive character), that Lord M. is stated to have used the same language respecting soldiers, as the admirals alluded to have of sailors. It was judiciously asked, in reply, (if the public prints were correct), whether *blackguards* only were fit for his majesty's service? The proclamation against vice, which is ordered to be frequently read in churches, certainly holds another doctrine. But it is not necessary, Mr. Editor, to enlarge further on the impropriety and impolicy of such opinions: the character of the personage from whom the latter issued, is too well known to need any animadversions here upon its fallacy; and the English nation entertains a more exalted idea of the necessary qualities and important duties of a British seaman, than to join in such an error.

I remain, yours, &c.

A. F. Y.

July 5.

P.S. I must congratulate my naval readers, and the country in general, on the spirit of liberal justice which appears in the new distribution of prize-money. It has given me most sincere satisfaction; and I trust that this truly wise, because truly just amendment, will be followed up by some regulations, respecting liberty for the seamen to go ashore, and to visit their friends on board other ships. *The spirits of freemen must be ruled by a system of confidence*, which alone will lead, and will certainly lead, to strong

and affectionate attachment, and to the most zealous co-operation in the cause of our country. I heartily thank the promoters of this excellent arrangement, and entreat them to continue, from time to time, to strengthen our naval force by measures equally liberal and wise.

Let me also congratulate my countrymen on the appearance of affairs in Spain. May the inhabitants of that long degraded country be *unanimous*, and they will be *free*! May they *teach the tyrant*, and *all tyrants*, either with or without power (and I fear that there are many of the latter), that no force can subdue a nation actuated by one will, one general desire for national freedom! May they shew the world what can be accomplished by a people actuated by this all-powerful impulse; and teach kings and governors so to frame and execute all their laws, that the conduct of their subjects may be the result of affection and unanimity.

MR. EDITOR,

A MIDST the many instances of naval enterprise which you have preserved, the following is, I think, worthy of record. I send it you merely as I found it, in an old newspaper for 1795. Perhaps some of your correspondents can inform us of the name of the lieutenant of the Syren. S. C. J.

“An instance of great gallantry was recently evinced by a lieutenant of the Syren frigate. He was ordered with three boats, to tow one of our gun-vessels into a small bay on the coast of France, into which one of the enemy's cutters had run for safety: it was a calm, and the sea perfectly smooth. The French, with surprize and horror, viewed their approach, and made a confused preparation for resistance. The commander of our gun-vessel, either from a weakness of nerves, or what we wish to believe to have been the case, a rational apprehension of danger from the shallowness of the water, refused to proceed. The lieutenant of the Syren in vain expostulated; and finding him positive, desired him to let go the tow ropes, declaring that he, and his boats, would bring the cutter out. He accordingly, with a degree of gallantry honourable to his country, gave orders to the boat's crew to make for the shore; they with appropriate spirit obeyed, and were almost within fire of the cutter, when Captain Moore, estimating more dearly the safety of his brave crew, than the prize which they were about to possess, threw out a signal for their return, to the great disappointment of our tars, and to the evident

satisfaction of the enemy ; who, notwithstanding their great superiority (they mounting 14 or 16 guns), we are persuaded would have struck to the gallant impetuosity of our attack."

MR. EDITOR,

PERMIT me to resume the extracts which I some time since commenced in your valuable work : in the following you will perceive the jealousy which has ever existed between the naval powers of England and France. Yours, &c.

ROBUR.

" Genoa, November 22, 1681.

" Here lately arrived an English man of war, that would not salute the town lest the French gallies which were here in port should take that honour as done to them, but sent to acquaint the senate, that the accustomed civilities would be paid as soon as the French were gone ; but afterwards, on the 5th of November, the day justly celebrated by all Englishmen for their deliverance from the Popish gunpowder treason, the English captain betimes in the morning spread his flags, standards, and streamers, and after prayers discharged all his guns. Whereupon the patron royal admiral of the French gallies, taking the salute as intended for him, answered him only with two guns. But the English captain presently sent the British consul to the Marquis de Navailles, the French admiral, to let him know that he did not fire in compliment to him, not thinking such a mark of respect due to him, but that he fired only in honour of the aforesaid festival, kept in commemoration of a damnable Popish plot happily discovered ; at which the proud Monsieur was much dissatisfied, but knew not how to help himself, and is since departed in a huff out of this port."

" The poor sailor is exposed to a variety of misfortunes the instant he leaves port, and there are few voyages performed without some unpleasant occurrence ; yet it seldom happens, that one vessel and her crew are doomed to the fate of the Provident pink, which we find thus related in an old publication :—On Monday morning, December, 1681, about 7 of the clock, the Provident pink, belonging, as it is said, to Deptford, and homeward bound from Jamaica, one Wilson, master, was cast away near Rye ; she was of about 150 tons, and came thence in August

last, and met with very stormy weather, in which she lost her rudder, being then about five or six hundred leagues off the land: the seamen on board were almost famished, having had no bread for five or six weeks, nor met with any vessel to supply them; she was driven into the bay by extraordinary winds, which were at south-west and south-south-west, in which place she rid at anchor for a short time, till her cable broke, and then having nothing else to command her, she drove on shore, about a league to the west of this town: the men all saved, but very sad spectacles to behold, being mere skeletons."

REMARKS ON THE PARLIAMENTARY DUTIES OF
NAVAL OFFICERS.

LETTER III.

SIR,

June 18, 1803.

IN calling the attention of my brother sailors to the importance of their duty when they become members of parliament, I particularly referred to that part of it which occurs annually; and which, from its heavy, though necessary pressure, is of the first moment. As there never was a period when such sacrifices were demanded from the people of these islands, so there never was a time when they were offered with a more ready good will. We still see the infinite advantages which we have enjoyed, beyond the other nations of Europe, by having our enemy at a distance; and it is the primary duty of a statesman to continue to excite in the hearts of the people such an affection for their country and its government, and to make them of such value to them, as that they should readily lay down their lives and fortunes for their preservation. From the military despotism of some, and the feudal tyranny of others, it has happened, that the subjects of most of those countries which have been overrun by Buonaparte, could scarcely change rulers or laws for the worse; and, had it not been for the misery which always attends the march of an army, they would have had every reason to hail the approach of a change with pleasure. It is then, most surely, the high and momentous obligations of the legislative and executive branches, so to frame, and so to enforce our laws, as to inspire and preserve that veneration and love, which have hitherto marked the character and conduct of Britons. Some neglect in this respect has, I fear, occasionally given a rude shock to those feelings; and some laws have been proposed, which, had they been executed, would have ren-

dered a Briton as regardless of the fate of his country as a Russian or Prussian slave. Fortunately, these have been *only proposed*; but it is melancholy to consider, that the proposers, men of respectable characters, as well as eminent situations, should have been either so ignorant or inattentive respecting the feelings of the people. Much has been said and written on the subject of *taxation*; and I agree fully, that *taxation* is not necessarily *tyranny*, neither is a *despot* necessarily a *tyrant*, in the common acceptation of the word; but, such is the constitution of human nature, that, without good looking after, the power acquired by either the one or the other soon ripens into tyranny.

It has been reported of a celebrated modern wit, that, being asked by a foreigner, "*in what the boasted liberty of Britons consisted, whilst we were taxed beyond any other nation that ever existed; whilst our country swarmed with surveyors and excisemen; whilst almost every man left on the shore was a soldier; and whilst most of those who were afloat had been dragged thither against their consent,*" replied, after some little consideration, "a common man may tell a gentleman to ———," but the close of the sentence is immaterial. Whatever that liberty may be, let us cherish its very idea, as our brightest jewel, and most cautiously avoid every thing that might in the slightest degree sully its lustre. It is then most particularly the duty of a member of parliament, to consider the mode in which taxes are levied; remembering, that we now pay our money, and yield up our comforts one after the other, in order to preserve our *freedom*: if the mode of collecting these taxes becomes arbitrary, partial, and unjust; if they are levied without any regard to the noble feelings of Britons, we shall not have the same object to contend for; we shall never submit to the payment of a tax without first throwing every possible obstacle in the way; and, could British soldiers be found to act in such a cause, recourse must be had to the point of the bayonet.

As many of the persons whom I am addressing have been too actively employed as warriors, to know much of the affairs of house-keeping, it may not be amiss to mention a few circumstances, which, I think, had very nearly given a severe shock to that *amor patriæ* so predominant amongst Englishmen. One of these instances was that of Lord Henry Petty's proposing a tax on private brewing; a tax which would have so totally destroyed that charming illusion, if *not now* delightful reality, that our houses are our castles, by the entrance of the exciseman to pry into our

domestic arrangements, that I confess for one, that the interests of a country in which I suffered such constraint and disgrace, would have sat very light upon me, and I should have been disposed to seek out a hut on *Terra del Fuego*, or some other land where excisemen are unknown. It may be said, why mention a measure which was given up? I answer, to shew how necessary it is that every legislator should be aware of the true interests and honest feelings of his constituents, which cannot be well learned in a camp, or at sea; in the inns of court, or in an India warehouse; in a banker's shop, or within the walls of public offices, &c. Thus we perceive what a very large proportion of members of parliament have to study matters out of their usual course, to become competent to perform their duty. I do not believe that the proposer of the above measure *intended* either to enslave the people, or to irritate their feelings; but it saddens me to observe, how little the interests and feelings of the people seem to be considered, or known, by those who rule them.

I hear that the present chancellor of the Exchequer is a man of the most respectable character, and utterly incapable of *designed ill*; yet his proposed measure of changing the mode of collecting the assessed taxes and property tax, by putting aside the offices of commissioners' clerks and parish assessors, which would have necessarily driven from their posts all the respectable men who now execute, so much to their own honour (and, considering their too limited powers, so much to the public benefit), the duties of the commissioners of taxes, would have caused a sensation in this kingdom of more powerful advantage to Buonaparte than all that his troops could possibly effect. No surveyor, who gains his bread by surcharges, could have moved without a guard; for the unpleasant nature of his employment renders him too often a depraved sort of human creature, and hateful for his manner, even where there is no objection to his office. When it is possible, therefore, for a man of respectable character, in so elevated a situation, to *propose* such a measure, although his good sense *may* afterwards lead him to *abandon* it, it follows clearly, that the duty of a member of Parliament is of immense consequence, and should never be lightly or selfishly entered upon, or without an attentive study of the interests and character of the people to be governed. I am well assured, that this study has been so imperfectly attended to, that if Mr. P. had not received advice from *without*, he might easily have carried his bill *within* the walls of the House. Let me repeat, that, when I disapprove of

measures, I do not in consequence arraign the intentions; or criminate the heart, when I censure the judgment.

That from the characters and situations of a large number of those who are offered to us as our legislators, there should be such a want of information respecting the interests and feelings of honest John Bull, is a truly melancholy consideration. The number of naval officers in Parliament is certainly not great, but I wish never to see one seated there who is not actuated by principles of the purest patriotism, and by as ardent a resolve to serve the best interests of his country there as if he were following a Nelson through the lines of the enemy. Let it be impressed deeply on his mind, that even the great and glorious victory of Trafalgar was not of so much consequence to his country, as the decision of Parliament is on many, nay, on most of the measures discussed in it; and *if he gives a vote, biassed in the smallest degree by personal expectation, he is virtually guilty of accepting a bribe*—I think this position cannot be controverted; and, if found true, and once taken into consideration, I am sure that no British seaman would sully his character by exposing himself to such a stigma.

A bill, introduced also, I believe, by Mr. P. is now rapidly passing through Parliament, called the Curate's Stipend bill; intended, it is alleged, to enforce the residence of the clergy. If that be the intention, common sense ought to dictate that the regulation should begin with the higher orders. Are bishops of use? Where then is their scene of action, where the sphere of their utility? Undoubtedly within their dioceses, and by no means either on their *bench*, or in the drawing-room at St. James's. Yet, without even advising their residence, Mr. P. puts immense additional power into their hands, the effects of which will be evident at the next general election. On which side have my brother sailors voted on this occasion? What has been the conduct of those glorious defenders of *liberty and old England*? Surely they have not forgotten that the crown is supported by the liberties of the people; and that were this truly glorious support to be changed, either into the despotism of power, or into the equally fatal and more disgusting despotism of corruption, its glories would soon fade, and its honours be levelled with the dust.

My letter, Mr. Editor, grows tedious; I will therefore conclude with a short recapitulation of the domestic business of a few short months, to impress upon the minds of my brother sailors in Par-

liament the vast consequence of the acts, in the passing of which they have participated. We must go back to that disgraceful cry of *no popery*, which had nearly caused a second representation of the *bigot's tragedy*, some time since acted under the management of Lord G. Gordon; and which, if his lordship had been alive, we must conclude would have placed him at the head of affairs; for, although as much zeal and love for Smithfield bonfires may exist at this moment, yet modern zealots have not so warm a temperament as his lordship had, and must therefore yield the pre-eminence.

The attempt to do away the parochial assessors and commissioners' clerks was as great a stretch towards military despotism as ever was planned; and although that was wisely abandoned, yet, by a side wind, a new sort of commissioner has been edged in, which draws considerably towards the same end.

Respecting the seizure of the Danish navy, Swift seems to have had a prophetic view of it, for which I must refer my reader to certain transactions of the court of Lilliput.

We have been disgraced by that petty, spiteful, biggling retail shop manœuvre respecting bark; and I hear that Buonaparte means to stop the exportation of leeches from Portugal, in retaliation.

I always expected, and the result seems to prove the justness of my expectation, that the orders in council would amount, *in effect*, to an offensive league with Buonaparte against commerce.

Read the report of the committee on the Distillation Act, and you will find that nothing is there so much deprecated, as that his majesty's subjects should drink fewer drams. Good heavens! are we then to be saved by an immoderate use of spirituous liquors? Read the report, and you will be led to believe so. The same laws have been extended, and of course the freedom of the subject has been abridged.

That admirable bill, which would soon have rendered the British army superior to all the armies in the world, from its limited period of service, and subsequent reward in proportion to that service, has been attacked, and its beneficial intent has been in great measure defeated.

Read the local militia bill, its *oaths*, its *penalties*, its *service without substitute*, and point out one atom of *British* character in it if you can.

Examine the curate's stipend bill, and you will see vast powers added to those which were before possessed by the bishops; as, by

the last mentioned bill, there have been to the lord lieutenants. Look through the kingdom, and find any description of men more under the nod of the crown than lord lieutenants and bishops; if you cannot, you may clearly perceive the intention of these two bills.

If the gallant men to whom these letters have been addressed feel, as I trust they will after their perusal, let me recommend to one of them to propose some such measure as the following :

“ That a committee be appointed, to consist wholly of *men not in office, nor holding contracts, &c. &c.* to take into consideration the state of the revenue of these kingdoms, and the mode in which it is raised. To examine and report the most effectual means by which the same may be levied by the most equal distribution, and by the smallest pressure; particularly pointing out for amendment, such parts of the present system, as are most *irritating to the feelings or injurious to the morals* of the people; and recommending such measures as may *restore*, and then *perpetuate* the glorious boast, that the house of an Englishman is his castle; and by throwing every obstacle in the way of the use of spirits, and laying open the means to the use of beer and porter among the lower classes, insure sound health and good morals among them.*

Well, Mr. Editor, may a Briton call upon all those whom his address is likely to reach, to use their utmost efforts to check the progress of measures which are likely to exterminate that ardent love of their country which has hitherto characterised his countrymen. Should that ever become extinct, the armies of France may march over our fields with as much ease as over those of the once mighty but ill-fated Prussia. “ England expects every man to do his duty:” where is there a more sacred duty, than to watch over the constitution which has rendered us “ happy and glorious?” And let it be ever considered as a maxim of our constitution, *that he is the greatest enemy to the king and lords who infringes on the rights of the commons.* But it is needless to say more respecting that great political truth, that *Britain can only be ruined by her Parliament.* The persons whom I am addressing will, I am sure, do their utmost to prevent so fatal a catastrophe; they will remember that the above emphatical exhortation of Nelson is not limited to time or place, and they will be regulated by its impulse in every action of their lives. I remain, Sir, &c.

E. G. F.

* Hogarth's celebrated pictures of *Gin-lane* and *Beer-street* should be ever before the eyes of those who frame our revenue laws.

MARINE SCENERY.

DESCRIPTION OF PRINCE OF WALES'S ISLAND.

(From Johnson's *Oriental Voyager*.)

PRINCE of Wales's Island, called by the natives Pulo or Poolo Penang, from a Malay word signifying areca-nut and betel, lies on the fifth parallel of north latitude, and in $100^{\circ} 20' 15''$ (George town), of east longitude, at the entrance of the straits of Malacca. It is nearly in the shape of an oblong square; about sixteen miles in length, and from six to eight in breadth; distant between two and three miles from the Malay shore. It was given to Captain Light by the King of Queda, and first settled in 1786. The greater part of the island is occupied by a lofty irregular ridge of mountains (running in the direction of the island, north and south), the northern extremity of which is by far the highest; and here they have a signal-house, and several bungalows erected. The whole of this ridge is covered with a forest of trees of immense size; and between its eastern base and the sea, facing the coast of Queda, there is a level slip of land, from two to four miles in breadth, and ten or twelve miles long. This is well cultivated, and laid out in gardens, plantations of pepper, betel, areca, cocoa-nut trees, &c. intersected in all directions with pleasant carriage roads, the sides of which are lined with a variety of shrubs and trees that are in perpetual verdure. Through the whole of this space are interspersed a number of villas and bungalows, where the Europeans occasionally retire to enjoy the country air, as a relaxation after business in town.

On the north-eastern point of this slip of land are situated Fort Cornwallis and George-town, the latter called by the natives Tanjong Painaique. This island may contain of European settlers and their dependants,

Malays, Sumatrans, Chinese, &c.	14,000 souls.
Of itinerants	2,000 ditto.

Total 16,000

For the correctness, however, of this rough estimate, I cannot positively vouch; it is probable that the number of souls on the island considerably exceeds that of the above statement.

From the opposite shore are constantly brought over great quantities of all kinds of provisions and fruits, which are sold here at a very reasonable rate. Abundance and great variety of

excellent fish are caught in every direction round this island; which, from the salubrity of its air, is justly esteemed the Montpellier of India. *Coups de soleil* are seldom experienced in this settlement, although the Europeans walk and ride about at all times of the day, completely exposed to a vertical sun. In short, as soon as the wet docks are established on Pulo Jaraja (a small island between Penang and the main), this will be the most beautiful, healthy, and flourishing settlement in the East Indies.

From the dawn of day, until the sun has emerged above the high mountains of Queda, and even for some time after this period, Penang rivals any thing that has been fabled of the Elysian fields. The dews which have fallen in the course of the night, and by remaining on the trees, shrubs, and flowers have become impregnated with their odours, early in the morning begin to exhale, and fill the air with the most delightful perfumes; while the European inhabitants, taking advantage of this pleasant season for air and exercise, crowd the roads in carriages, on horseback, and on foot, till the sun, getting to some height above the mountains of Queda, becomes so powerful, as to drive them into their bungalows, to enjoy a good breakfast with a keen appetite.

The low lands of Penang being liable to inundation in the rainy season, the houses of the Europeans are elevated from the ground, eight or ten feet, on arches or pillars. They seldom consist of more than one floor, are built of wood, and thatched over with leaves of trees, &c. the roofs resembling those of cottages in England, having the eaves projecting over the verandas, in order to throw off the rain into the areas. They are all detached from each other, and surrounded with gardens and trees of various kinds, that defend them in a great measure from the sun. The town itself, which is inhabited by people of almost every country, from the Red Sea to China, is about a quarter of a mile in length. The streets are pretty regular, though the houses are very far from being so, the Chinese, Malays, and Hindoos following their own taste in the construction of them. Here is a good fish-market; while rice, poultry, and vegetables are cheap and plentiful in every street. The Chinese are here, as at Malacca, the most industrious class; and as they meet with liberal encouragement, they will, no doubt, contribute greatly to the improvement of this infant settlement.

A small party of us having obtained permission to occupy the convalescent bungalow on the mountain, for the purpose of

breathing a cooler and purer air, we repaired thither early in March. The distance from the town to that part of the base of the mountain where the path commences, is about five miles, and from thence to the summit, more than three. The pathway, which is not more than eight or ten feet wide, is cut with incredible labour, through a forest of immensely tall trees, whose umbrageous foliage uniting above, excludes, except at some particular turnings, the least glimpse of the heavens; involving one, all the way up, in pensive gloom. It frequently winds along the brinks of frightful yawning precipices, at the bottoms of which, one shudders to behold huge trunks of trees rived and fractured, while precipitating themselves down their steep and craggy sides. The solemn stillness which reigns around, or is only interrupted at intervals by the harsh notes of the trumpeter, or distant roar of the waterfall tumbling from rock to rock, is well calculated to excite in the mind a melancholy yet pleasing train of reflections. Steep and rugged as this path is, the little Sumatran horses mount it with great safety; the ladies, however, are generally carried up in a kind of sedan-chair, borne on the shoulders of stout Malays.

After a tiresome ascent of two or three hours, we gained the summit; where we were amply rewarded for our labour, by the most extensive and beautifully variegated prospect we had ever seen in India. As this part of the ridge of the mountains is considerably the highest in the island, the view is consequently uninterrupted around, and so strikingly grand and beautiful is it, that the most phlegmatic observer can hardly fail to experience some pleasing sensations when placed on this fairy spot. For my own part, I could not help feasting my eyes, for hours together, with undiminished delight, on the romantic scenery, which nature, assisted by art, had scattered around in bountiful profusion. The pencil itself could but faintly depict the luxuriant imagery of this extensive landscape; with the pen; therefore, I can only attempt to trace its outlines.

Looking eastward, one's attention is first arrested by the abrupt descent of the mountain itself, whose side is clothed with an almost impenetrable forest of gigantic trees, except where precipices and chasms intervene; over which the waters are faintly heard tumbling and foaming in their course down to the plains. From this rude scene of nature, there is a sudden transition at the foot of the mountain, to one in which art has a considerable share. The eye ranges there over a beautiful plain, laid out in pepper

plantations, gardens, groves of the cocoa-nut, betel, areca, and various other trees, checkered throughout with handsome villas and bungalows, intersected by pleasant carriage-roads, and watered with meandering rills, that flow from the mountain's side, clear as the crystal. Fort Cornwallis next presents itself, situated on the north-eastern point of the plain; and stretching to the southward, Tanjong Painaique, or George-town, the European houses of which form a striking contrast with the variously constructed habitations of the oriental settlers, all of whom dress and live according to the manners and customs of their respective countries. Here may be seen standing in perfect peace and amity with each other, the Hindoo temple or pagoda, the Chinese joss-house, the Christian chapel, and various other places of worship; every one enjoying the unmolested exercise of his religion.

From hence the eye stretches over the beautiful strait that separates the island from the main; the glassy surface of which reflects the faint images of the clouds above, and lofty mountains that tower on each of its sides. The long extended line of shipping in the roads, presents as great a variety and contrast as the mansions on shore, from the line of battle ship, bearing

“The British thunder o'er th' obsequious wave,”

down to the light skiff, or canoe, that scarcely seems to brush its surface, on which may be seen in gradation, East Indiamen, country ships, grabs, Chinese junks, pariahs, Malay proas, and an endless variety of small craft from Sumatra and the adjacent isles. Passing over this pleasant little aquatic scene, the Malay coast exhibits a considerable plain, covered with a close wood, through which winds a river, navigable by the country craft up to the bases of the lofty and generally “cloudcapp'd” mountains of which Queda terminates the eastern view.

The northern and southern prospects have a great similarity to each other: the eye each way pursues a line of coast studded with small islands, and extended till the steep mountains on one hand, and the watery expanse on the other, blending with the blue ether, fade at length from the view, on the utmost verge of the horizon.

Westward, an unruffled sea and cloudless sky present a most magnificent scene, where the eye has ample scope to range, far as the visual powers can possibly extend; distinguishing on this watery plain, various kinds of vessels pursuing their respective routes, wafted by the gentle land and sea breezes; the latter of which, entitled the *Doctor*, setting in in the forenoon, pays an

early and welcome visit to the mountain bungalows, fraught with such delicious and life-inspiring draughts for the exhausted frame, as few doctors can boast of among their prescriptions: and which are far more grateful to the enfeebled tropical convalescent, than all the cordial balm of Gilead and salutiferous elixirs in the world. In so beautiful a situation as this, and daily visited by such an agreeable physician, it is no wonder that the debilitated European should seldom fail to experience at least a temporary renovation of strength, and exemption from the baleful effects of the climate.

Independent of the temperature of the air, which is pleasantly cool at this elevation, there is no doubt that the beautiful prospects scattered around must greatly conduce to the restoration of health. This we experienced, and proved the justness of the following remarks by Addison:—"Delightful scenes," says he, "whether in nature, painting, or poetry, have a kindly influence on the body as well as the mind; and not only seem to clear and brighten the imagination, but are able to disperse grief and melancholy, and to set the animal spirits in pleasing and agreeable motion. Such are the prospects of an open and champaign country, a vast uncultivated desert, huge heaps of mountains, high rocks and precipices, or a wide expanse of water."

Notwithstanding these advantages, through want of sufficient society, the scene, in a few days, began to assume a solitary appearance. During the solemn stillness that every evening prevailed around, the sun slowly sinking in the western horizon, seldom failed to awaken in the mind a variety of tender emotions, and fond recollections of that dear native land, over which his bright orb was then shining in meridian splendor;* accompanied, too, with a kind of melancholy reflection, on the immense distance that separated us from the chalky cliffs of that much-loved isle, whose image becomes more deeply impressed on our memories the further we recede from its shores.

"Where'er we roam, whatever realms to see,
Our hearts untravell'd, fondly turn to thee;
Still to our country turn, with ceaseless pain,
And drag at each remove a length'ning chain."

* Pulo Penang being one hundred degrees east of England, it is sun-set in the former and mid-day in the latter place nearly at the same time.

PORTSMOUTH AND PLYMOUTH.

PORTSMOUTH.

When the navy of England is forming a rendezvous at Spithead, or waiting for a wind at St. Helen's, every curious person, who loves a grand sight, would wish for a stand on the island coast; and indeed the eastern end of it is generally entertained with some exhibition of this kind, even in time of peace; for though a fleet of thirty or forty sail of the line is not continually riding near the coast, yet, generally either some ships of war or two or three frigates are passing or repassing from Portsmouth harbour, going out on a cruise, or returning from one.

These are sights with which the western coasts of the island are not often entertained; the telescope there is seldom levelled at fleets or ships of the line. Sometimes a solitary frigate, with a fair wind, or an Indiaman, may lead through the Needles, and attract the attention of the western islands; but on that side of the coast they must generally be content with views adorned with skiffs, passage-boats, and fleets of whiting fishers. If, however, they will be content to substitute the *picturesque* in the room of the *grand*, they have, in these minuter appendages the advantage of their eastern neighbours.

PLYMOUTH.

Mr. Gilpin thus speaks also of his approach to Plymouth:—

Soon after passing Tremerton Castle, Saltash bay opened on the left; and on the right, Hamoaze harbour, with many a gallant ship of war at anchor upon its ample bosom. Beyond Hamoaze rise the hanging woods of Mount Edgecumbe, forming a noble back-ground to the scene. At Saltash we had good views of the river Tamar, both above and below the town. A sweeping bay is formed on each side, in many places at least a mile in breadth. In both directions the banks are high, and the water retires beautifully behind jutting promontories.

Having crossed the Tamar at Saltash, we had four miles farther to Plymouth. Through the whole way we had various views of the Sound, Mount Edgecumbe, Plymouth harbour, Hamoaze, Plymouth dock, and Plymouth town. From all these views together we were able to collect a clear geographical idea of this celebrated harbour. Two rivers, the Tamar and the Plym, the first of which is considerable, meeting the sea at the distance of about three miles asunder, form, at their separate mouths, two

indented bays; these two bays open into a third, which is the receptacle of both, and larger than either. The bay formed by the Tamar is called *Hamoaze*; that formed by the Plym, is called *Plymouth Harbour*; and the large bay, into which they both open, is called the *Sound*. At the bottom of the Sound, where the two bays communicate with it, lies St. Nicholas's island, which is large, and fortified with a castle and strong works, intended to defend the approach to both these inlets. The entrance into Hamoaze is very intricate, for the island can be passed only at that end next Plymouth, which makes the passage narrow and winding. The entrance at the other end is wide and direct, but it is defended by a dangerous shelf of hidden rocks, the situation of which appears plainly at low water, from the rippling of the tide above them. The Cornish side of Hamoaze is formed by Mount Edgecumbe.

PLATE CCLXII.

THE annexed plate represents the *Magicienne*, Capt. Ricketts, and the Drake brig, as engaged in dislodging a body of brigands, who had established themselves in Platform bay, about seven leagues to the westward of Cape Nicola Mole, St. Domingo. This action, so creditable to the officers of his majesty's ships, took place early in the year 1798; and is fully described in our "Memoir of the public Services of the late Captain W. H. Jervis," page 8 of the present volume.

The drawing, from which the plate has been engraved, was taken upon the spot, by Hamilton, and is now in the possession of Earl St. Vincent.

PHILOSOPHICAL PAPERS.

Account of a singular Instance of atmospherical Refraction, in a Letter from WILLIAM LATHAM, Esq. F.R.S. and A.S. to the Rev. H. WHITFIELD, D.D. F.R.S. and A.S.

[Philosophical Transactions, 1798, page 357.]

DEAR SIR,

Hastings, August 1, 1797.

ON Wednesday last, July 26, about five o'clock in the afternoon, whilst I was sitting in my dining-room at this place, which is situated upon the parade close to the sea shore, nearly

fronting the south, my attention was excited by a number of people running down to the sea side. Upon inquiring the reason, I was informed that the coast of France was plainly to be distinguished with the naked eye. I immediately went down to the shore, and was surprised to find that, even without the assistance of a telescope, I could very plainly see the cliffs on the opposite coast, which, at the nearest part, are between forty and fifty miles distant, and have not been discerned hitherto, from that low situation, by the aid of the best glasses. They appeared to be only a few miles off, and seemed to extend for some leagues along the coast. I pursued my walk along the shore to the eastward, close to the water's edge, conversing with the sailors and fishermen upon the subject. They at first could not be persuaded of the reality of the appearance; but they soon became so thoroughly convinced, by the cliffs gradually appearing more elevated, and approaching nearer, as it were, that they pointed out and named to me the different places they had been accustomed to visit; such as, the Bay, the Old Head, or Man, the Windmill, &c. at Boulogne; St. Vallery, and other places on the coast of Picardy; which they afterwards confirmed, when they viewed them through their telescopes. Their observations were, that the places appeared as near as if they were sailing, at a small distance, into the harbour. Having indulged my curiosity upon the shore for near an hour, during which the cliffs appeared to be at some times more bright and near, at others more faint and at a greater distance, but never out of sight, I went upon the eastern cliff or hill, which is of a very considerable height, when a most beautiful scene presented itself to my view; for I could at once see Dungeness, Dover Cliffs, and the French coast, all along from Calais, Boulogne, &c. to St. Vallery; and, as some of the fishermen affirmed, as far to the westward even as Dieppe. By the telescope, the French fishing-boats were plainly to be seen at anchor; and the different colours of the land upon the heights, together with the buildings, were perfectly discernible. This curious phenomenon continued in the highest splendour till past eight o'clock (although a black cloud totally obscured the face of the sun for some time), when it gradually vanished.

Now, sir, as I was assured, from every inquiry I could possibly make, that so remarkable an instance of atmospherical refraction had never been witnessed by the oldest inhabitant of Hastings, nor by any of the numerous visitors (it happening to be the day of the great annual fair, called Rock fair, which always

attracts multitudes from the neighbouring places), I thought an account of it, however trifling, would be gratifying to you.

I should observe in this place, that the day was extremely hot, as was evident from the journal of a small thermometer, which was kept in the dining room above mentioned. I had no barometer with me, but suppose the mercury must have been high, as that and the three preceding days were remarkably fine and clear. To the best of my recollection, it was high water at Hastings about two o'clock, P. M. not a breath of wind was stirring the whole of the day; but the small pennons at the mast-heads of the fishing-boats in the harbour were, in the morning, at all points of the compass. I am, &c.

WILLIAM LATHAM.

P.S. I forgot to mention, that I was a few days afterwards at Winchelsea, and at several places along the coast, where I was informed the above phenomenon had been equally visible. I should also have observed, that when I was upon the eastern hill, the cape of land called Dungeness, which extends nearly two miles into the sea, and is about sixteen miles distant from Hastings in a right line, appeared as if quite close to it; as did the fishing boats and other vessels, which were sailing between the two places: they were likewise magnified to a great degree.

Mr. Nicholson, when inserting this in the 22d number of his Philosophical Journal, adds—on this interesting subject see Mr. Huddart's Observations on Horizontal Refractions, Philos. Journal, i. 145; Ellicot on the Phenomenon of Looming, i. 152; the *Fata Morgana*, or Appearance of Figures in the Sea and Air before Reggio described, i. 225; Mudge, in the Philos. Transactions, 1795, p. 586, 587; Smeaton's Account of Eddystone Light House, p. 191; Hutton's Dictionary, ii. 352.—These appearances are much more frequent and general than has usually been supposed: I have been credibly informed, that the *Fata Morgana* has been seen from Broadstairs in Kent; and that the elevation and inversion of terrestrial objects are commonly or frequently observable (in summer I suppose) through a telescope over level ground, if the eye of the observer be not much elevated. In the curious instance related above by Mr. Latham, it does not seem probable that the French coast was enlarged, but that it was only elevated by the refraction; at all events, the objects could scarcely have suffered any alteration of the horizontal angles or bearings.

CORRECT RELATION OF SHIPWRECKS.

No. XXVII.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

LOSS OF HIS MAJESTY'S SHIP ASTREA.

THE following particulars, copied from a recent Barbadoes newspaper, are all which have yet reached us, respecting the loss of the above ship :—

“ The Astrea had sailed from Jamaica, about the beginning of May, with the Prince Ernest packet, which she convoyed to a certain latitude, and was proceeding to the Mona Passage, where she was to have cruised ; but experiencing very hazy weather for several days, they had not been able to take an observation, when, on the 23d, they made land, and taking it for Porto Rico, stood on until eight o'clock that night ; when, it becoming squally, she was about to tack, but at the instant took the ground, and in less than half an hour after her keel broke, and the water rushed in so precipitately, that in a few hours she was filled to the orlop deck. Captain Haywood, the very moment his vessel grounded, employed every means, by lightening her and cutting her masts away, to get her off, but without effect ; and notwithstanding his exertions were promptly seconded by his officers and crew, the vessel thumped so hard, that it soon became evident how unavailing all their efforts would be ; it was therefore the next object to preserve the people, in which they were more fortunate, only four men of the whole being lost—two of these by the unlucky bursting of a gun fired as a signal of distress, and the other two in endeavouring to reach the shore on a raft, from which they were washed by the surf. It was not until day-light that the whole of the people quitted the wreck, nor until after sun-rise that Captain Haywood or his officers left her ; and it was only then that, for the first time, they ascertained their situation—when the land which they had mistaken for Porto Rico proved to be the island of Anagada, on the reef of which the Astrea had struck. The boats being fortunately saved, by means of them, and some rafts constructed from parts of the wreck, the lives of so many valuable men have been preserved ; the St. Kitt's sloop of war having hove in sight on the following day, they were afforded every assistance

and relief, and taken off the island. The *St. Kitt's* soon after fell in with the *Jason*, *Galatea*, and *Fawn*, on board of which the officers and crew of the *Astrea* were distributed; the two latter remaining off *Anagada*, where they are employed in saving the stores, and whatever else may be possible, from the wreck."

NAVAL LITERATURE.

The Cruise; a poetical Sketch, in Eight Cantos. By a Naval Officer.

[Concluded from Vol. XIX. page 487.]

THE *Cruise*, although a long poem, is not of a nature to give many extracts from; but, as it occupies between four and five hundred pages, it may not be altogether improper to furnish our readers with a specimen of its versification. After describing the toilet preparations of some young midshipmen, previously to a visit to the boatswain and his wife, to take tea, drink grog, and play at "*whisk*," on board, the poet proceeds:—

" ————— Suppose now, on their clothes,
With each a kerchief clean for nose,
Which, as a *petticoat's* in case,
Some with a drop of perfume grace.
As for the suet heads, they've plenty,
Mix'd in pomatum—not too dainty!—
Fearful that clothes of dust may savour,
They "*brush for brush*," and "*d—n all favour*;"
Then proceed forward, with great caution,
To the fore-cockpit, right precaution;
Or, it might hap, a little tar
May our sweet *adonising* mar.

Arriv'd in form—mistress is ready
To make her court'sy (ship quite steady).
Nicely laid out we find the cups,
From whence we soon take hearty sups.

Tea, on board ship, in ev'ry station,
Forms both a meal and recreation:
A green cloth th' oaken table covers,
And a huge loaf—while hot cake hovers
Aloft—as held by Master Jack,
Until on table stands the tack.

Mistress this famous cake had made,
Therefore of course none could upbraid,
As, had you seen us, you'd have said. }

But first, I should have told you, PIPES,
 The while his oozing mouth he wipes,
 (This from tobacco's tasty juice,
 Which upon ocean has its use)
 Sings out, when first he sees us—"Hoy!
 "I'm glad to see each hearty boy;
 "Give us a shake of all your fists!"—
 (O zooks! what hard confounded twists!)
 Not much is said, at least at present—
 We are about what's far more pleasant.
 But, mind! in manners all agree,
 Courteous throughout—to *the lady*;
 Who is in truth both frank and free,
 Making us stuff, and swallow tea.

This feast once feasted, things are ta'en
 Quickly away,—and now again
 We try at whist;—the party six,
 Two do at cribbage snugly fix;
 While all the relish'd *fogram** mix.

O Hoyle! couldst thou but see us playing,
 In faith, I b'lieve, there'd be no staying.
 For, as the nectar makes us mellow,
 Fat Bob, that noisy, funny fellow,
 Makes us so laugh, or rather bellow,
 That the fishes sure might hear us;
 Who in fact are rather near us.

At last old Pipes (who loses) cries:—
 "Why, smite my limbs and blow my eyes;
 This isn't wisk, or what is 't?"—"Whist,
 I say, my hearties, can't you phwisht?"
 "My dear," says Mistress Marlinspike,
 "Why it's the very thing we like."—

"O ho! then sure you this won't mind;
 The topsails shiver in the wind,
 Our ship she is cast to the sea-ee;
 But still my heart, my grammachree,
 The devil made me marry thee."
 This wit produc'd so loud a laugh,
 And also such a general quaff,
 And afterwards so loud a chorus,
 That laughing absolutely tore us!—
 Till, as the storm, which, at its height,
 Needs must in turn, you know, grow light:
 So we, when hurricane had past,
 Succeeded to a calm at last.—

* "*Fogram*" is a cant term for liquor of any description.

We talk of ships and seamanship,
 While our host takes a long-spun trip,
 Over his wond'rous stenes through life,
 Of tempest ! shipwreck ! mortal strife !
 Of mad freaks in outlandish places ;
 For, in a seaman's mind, *this* graces.
 This curious term, a country where
 Jack's not at home, far off, howe'er,
 'Tis Jack's outlandish ! as I may,
 Perhaps superfluously, say.
 Now bread and cheese, and cold roast beef,
 Give to our talking tacks relief ;
 Then comes the bowl of punch, and when
 " Four bells " have struck, that is, when ten,
 'Tis fit we all (well pleas'd) turn in :
 Not much we lose, nor much we win."

After the above, it may perhaps be scarcely thought necessary to observe, that the poetry of the *Cruise* is not a subject of criticism. The author, indeed, has expressed his object to be of a different description, from that of courting poetical fame ; and, as his wishes may be in a great measure attained, without the aid of elegant versification, we shall suffer his muse to run riot, regardless of her violating the laws of Parnassus.

The exploits of Ben Brace, and his death, the consequence of a wound which he received in boarding a frigate, are related with considerable skill and effect. It may be remarked, generally, that the author perfectly understands the incidents which he describes : an air of loyalty, and of morality and religion, untinged by fanaticism, pervades the whole of the performance ; and, to those with whom fine writing is only a minor consideration, the information which it conveys will be found abundantly to atone for its defects.—We have reserved two little ballads, which are inserted in the *Cruise*, for the poetical department of the NAVAL CHRONICLE.

The following observations, respecting the services which a cork-boat might be made to render, in the business of boarding, reconnoitring, rowing guard, sending despatches on shore, &c. are all that we shall at present quote from the volume before us :—

" It should be as much on the principle of a life-boat, as lightness (for hoisting in and out) and despatch, to which may be added cheapness, will admit of :—to meet the above essential properties, perhaps a form between the whale boat and Norway yawl (stem and stern exactly alike however),

to hold three rowers, pulling each a pair of short oars (as the Yorkshire cobs), and one in the stern and stem, to steer also with an oar, would be found best to answer. An arrangement might easily be struck out for stowing provisions, water, and compass. The equipments should be the same as the life-boat, with the addition of *cork waist belts* for the crew. It would even be worth while for many men of war to purchase such a boat by subscription. Admirals, or commanders of squadrons, might however, at all events, be allowed them by government to advantage."

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

ANNA'S TOMB.

" Amid the strife of swords her hero fell,
Silent and pale she sunk into the tomb."

OSSIAN.

WHO sleeps beneath that verdant turf,
With garlands neatly drest ?
There slumb'ring in her native earth,
Poor Anna lies at rest.

In yonder grove that skirts the vale,
Fast by the mountain's side,
Dwelt lovely Anna of the dale,
Her aged parents' pride.

Her form was fresh as is the dew,
That glitters on the thorn ;
To filial duty ever true,
Nor meanly was she born.

Edward, her love, a valiant youth,
As e'er for Britain fought ;
Whose heart (the seat of manly truth)
With ev'ry grace was fraught ;

When Albion's conq'ring standard flew,
Her haughty foes to foil ;
Join'd far-fam'd NELSON's daring crew,
The Hero of the Nile.

'Twas at TRAFALGAR's glorious fight,
Where, crown'd with vict'ry's wreath,
The star of Britain set in night,
And NELSON slept in death;

Proudly "the Victory" stemm'd the tide
The fleets combin'd to quell;
When, fighting by his leader's side,
The gallant Edward fell!

Alas! too soon the dismal tale
Met Anna's grief-struck heart;
In wild amaze, with terror pale,
Her pow'rs of reason start:

The rose of health forsook her cheek,
In deep despair she sigh'd;
Dejected, sorrowing, languid, weak,
She droop'd—she pin'd—she died!

And since on each revolving day,
That marks her early doom;
Affection's tearful rites to pay,
The village maids with flow'rets gay,
Deck hapless Anna's tomb.

TRAFALGARIUS.

~~~~~  
NAVAL ODE.—By DIBDIN.

I.

**I**F bold and brave thou can'st not bear  
Thyself from all thou lov'st to tear,  
If, while winds, war, or billows roll,  
A spark of fear invade thy soul;  
If thou'rt appall'd when cannons roar,  
I p'ithee, messmate, stay ashore;  
There like a lubber,  
Whine and blubber,  
Still for thy ease and safety busy,  
Nor dare to come,  
Where honest Tom  
And Ned, and Nick,  
And Ben, and Phil,  
And Jack, and Dick,  
And Bob, and Bill,  
All weathers sing, and drink the swizzy.

## II.

If should'st thou lose a limb in fight,  
 She who made up thy heart's delight,  
 Poor recompense that thou are kind,  
 Shall prove inconstant as the wind ;  
 If such hard fortune thou'st deplore,  
 I prithee, messmate, stay ashore.

## III.

If pris'ner in a foreign land,  
 No friend, no money at command,  
 That man, thou trusted hadst alone  
 All knowledge of thee, should'st disown ;  
 If this should vex thee to the core,  
 I prithee, messmate, stay ashore.

~ ~ ~

 BALLAD.

**J**ACK drinks and sings, and is always content,  
 In his vows to his lass he'll ne'er fail her,  
 His anchor's a trip when his money's all spent,  
 And this is the life of a sailor.

Alert in his duty, he readily flies  
 Where winds the tir'd vessel are flinging,  
 Though sunk to the sea gods, or toss'd to the skies,  
 Still Jack is found working and singing ;

Longside of an enemy, boldly and brave,  
 He'll with broadside on broadside regale her,  
 Yet he'll sigh to the soul o'er that enemy's grave,  
 So noble's the mind of a sailor.

Let cannons roar loud, burst their sides let the bombs,  
 Let the winds a dread hurricane rattle,  
 The rough and the pleasant he takes as it comes,  
 And laughs at the storm and the battle ;

In a fostering Pow'r while Jack puts his trust,  
 As fortune comes, smiling he'll hail her,  
 Resign'd still and manly, since what must be must,  
 And this is the mind of a sailor.

Though careless and headlong, if danger should press,  
And rank'd 'mongst the free list of rovers,  
Yet he'll melt into tears at a tale of distress,  
And prove the most constant of lovers.

To rancour unknown, to no passion a slave;  
Nor unmanly, nor mean, nor a railer;  
He's gentle as mercy, as fortitude brave,  
And this is a true English Sailor.

SONNET.

BY PIERO DE MEDICI, 1498.

*Translated by Mr. Roscoe, in his Leo the Tenth.*

WHEN all my sorrows past I call to mind,  
And what I am with what I was compare;  
No more allow'd those dear delights to share;  
Alone to thee, my native spot, confined;  
Tears dim my eyes: yet though, with looks unkind,  
Vindictive fortune still pursues me near,  
Firm as I may her injuries I bear;  
In spirit ardent, but with heart resign'd.  
Like some storm-beaten bark, that o'er the deep  
Dismantled drives, the sport of every blast,  
I speed my way, and hourly wait my doom.  
Yet when I trace the many dangers past,  
Hope still revives; my destin'd course I keep,  
And trust to fate for happier hours to come.

PROLOGUE TO THE CUTTER OF COLMAN-STREET.

*By Cowley.*

AS, when the midland sea is no where clear  
From dreadful fleets of Tunis and Algier,  
Which coast about, to all they meet with, foes,  
And upon which nought can be got but blows;  
The merchant-ships so much their passage doubt,  
That, though full freighted, none dare venture out;  
And trade decays, and scarcity ensues:  
Just so the tim'rous wits of late refuse,



Though laded, to put forth upon the stage,  
 Affrighted by the critics of this age.  
 It is a party numerous, watchful, bold,  
 They can from nought which sails in sight withhold ;  
 Nor do their cheap, though mortal thunder spare,  
 They shoot, alas ! with wind-guns charg'd with air.  
 But yet, gentlemen critics of Algier,  
 For your own interest, I'd advise you here,  
 To let this little forlorn hope go by  
 Safe and untouch'd. " That must not be," you'll cry.  
 If ye be wise, it must ; I'll tell you why :  
 There are seven, eight, nine—stay—there are behind  
 Ten plays at least, which wait but for a wind  
 And the glad news that we the enemy miss ;  
 And those are all your own, if you spare this.  
 Some are but new trimm'd up, others quite new ;  
 Some by known shipwrights built, and others too  
 By that great author made, whoe'er he be,  
 That styles himself " Person of Quality."  
 All these, if we miscarry here to day,  
 Will rather, till they rot in th' harbour, stay ;  
 Nay, they will back again, though they were come  
 Even to their last safe road, the tyring-room.  
 Therefore, again I say, if you be wise,  
 Let this for once pass free ; let it suffice  
 That we, your sovereign power here to avow,  
 Thus humbly, ere we pass, strike sail to you.

#### ADDED AT COURT.

Stay, gentlemen, what I have said was all  
 But forc'd submission, which I now recall ;  
 Ye're all but pirates now again, for here  
 Does the true sovereign of the seas appear ;  
 The sovereign of these narrow seas of wit ;  
 'Tis his own Thames, he knows and governs it.  
 'Tis his dominion and domain, as he  
 Pleases, 'tis either shut to us, or free.  
 Not only, if his passport we obtain,  
 We fear no little rovers of the main ;  
 But if our Neptune his calm visage show,  
 No wave shall dare to rise, or wind to blow.

## THE SONG OF HAROLD THE VALIANT.

*Translated from the Icelandic Language, by the Hon. William Herbert. (Miscellaneous Poetry, 2 Vols. 8vo, 1806.) It had previously been translated by Mason, in an imperfect manner, and set to Music as a Glee.*

**M**Y bark around Sicilia sail'd ;  
 Then were we gallant, proud, and strong :  
 The winged ship by youths impell'd  
 Skimm'd, as we hop'd, the waves along.  
 My prowess, tried in martial field ;  
 Like fruit to maiden fair shall yield :  
 With golden ring in Russia's land,  
 To me the virgin plights her hand.

Fierce was the fight on Trondhiem's heath ;  
 I saw her sons to battle move ;  
 Though few, upon that field of death  
 Long, long our desp'rate warriors strove.  
 Young from my king in battle slain  
 I parted on that bloody plain :  
 With golden ring in Russia's land  
 To me the virgin plights her hand.

With vig'rous arms the pump we plied—  
 Sixteen, no more, my dauntless crew,  
 And high and furious wak'd the tide ;  
 O'er the deep bark its billows flew :  
 My prowess, tried in hour of need,  
 Alike with maiden fair shall speed:  
 With golden ring in Russia's land  
 To me the virgin plights her hand.

Eight feats I ken ; the sportive game,  
 The war array, the sabrile art ;  
 With fearless breast the waves I stem ;  
 I press the steed ; I cast the dart ;  
 O'er ice on slipp'ry skates I glide ;  
 My dextrous oar defies the tide.  
 With golden ring in Russia's land  
 To me the virgin plights her hand.

Let blooming maids and widows say,  
 'Mid proud Bizantium's southern walls,  
 What deeds we wrought at dawn of day,  
 What falchions sounded thro' their halls,  
 What blood distain'd each weighty spear!  
 Those feats are famous far and near!  
 With golden ring in Russia's land  
 To me the virgin plights her hand,

Where snow-clad uplands rear their head,  
 My breath I drew 'mid bow-men strong;  
 But now my bark, the peasant's dread,  
 Kisses the sea its rocks among.  
 'Midst barren isles, where ocean foam'd,  
 Far from the tread of man I roam'd.  
 With golden ring in Russia's land  
 To me the virgin plights her hand.

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## NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(June—July.)

### RETROSPECTIVE AND MISCELLANEOUS.

THE state of public affairs presents a very cheering prospect at the close of this session of Parliament, when compared with the gloomy aspect of Europe at its commencement: and we trust that all men will discern the secret powers of God's providence operating the most astonishing and salutary effects, from causes that were apparently hopeless, and the least likely to produce such a change. After the military powers of Austria and Germany, of Prussia and of Russia, had fallen or yielded to the tyrant of the continent, the Spanish nation, which for years had been apparently lost in an indolent supineness, and had suffered an ignoble favourite to direct their councils, suddenly assumes the most dignified and commanding character, and thus declares, in the beginning of the address of the council general of the government of the kingdom of Galicia, the patriotism and reviving heroism of a great people, who are naturally the friends and supporters of the English:

“BRAVE SPANIARDS!

“The abdication of his kingdom by our sovereign, Ferdinand VII. officially communicated to us, is the most striking proof of the violence he suffers. He thereby manifests to us his want of liberty and power, and the grief he feels on being compelled, by despotism and tyranny, to



separate himself from his subjects : he implicitly demands our assistance. It is intended to substitute in his place a haughty and perfidious conqueror, who meditates the shedding of your blood, in order to satiate his sanguinary appetite and boundless ambition, as he has already profusely poured forth the blood of the noble, brave, and loyal French nation. He means to drag, by force, the most illustrious Spanish youths to follow those whom the unsuspecting confidence of our monarch has already sent, without any other object than to aggrandize a man for whom the world does not appear to be sufficiently extensive, and who gluts on human blood."

General Palafox, the general of Saragossa, has also declared, from the council general of Arragon,

" That, in case any violence should be attempted against the precious lives of the royal family, in order that Spain may not be without a king, the nation will make use of their elective right in favour of the Archduke Charles, as nephew of Charles III. in case that the Prince of Sicily, or the Infant Don Pedro, and the other heirs should not be able to concur."

The Spaniards have thus cast their eyes upon the Archduke Charles, if the bloody policy of their invader should leave him the first on the list of their legal sovereigns: and in his person (we speak of possibilities only) may that family union of the Austrian and Spanish monarchies take place, the apprehension of which would have made, and did make, Francis I. and Louis XIV. two of the bravest French sovereigns, tremble on their thrones. But the people and armies of France have no occasion to foresee the remote contingency of such an evil, however great; let them but look to the immediate consequences of the action on which they are employed: they are led to shed their own blood, and to trample upon the bodies of a brave, a friendly, an unoffending people; and for what cause? To satiate the ambition, to aggrandise the greatness, and to gratify the malevolence of Joseph and Napoleon Buonaparte, two adventurers of foreign blood, sprung from an obscure island in the Mediterranean, an appanage of Genoa, which France has subjugated and annexed to her dominions.

As every information connected with the brave people who are now so gloriously fighting against the common enemy of mankind, cannot but be interesting to the empire at large, we lay before our readers a statement of the Spanish navy, as it stood before the unfortunate and unnatural alliance of Spain with France; and notwithstanding the reduction which has since taken place in the marine of our patriot ally, a respectable naval force still remains in her power, which, in conjunction with that of Great Britain, is more than sufficient to cope with the united forces of our enemies, wherever they are to be found.

The Spanish navy, at the end of the year 1795, consisted of 76 sail of the line, 23 of which have been taken or destroyed; 51 frigates, 20 of which have been taken or destroyed; 10 corvettes, 9 zebecks, 16 hulks,

43 brigs, 7 balandras, 16 galleys, 22 bombs, 57 gun-boats, 17 howitzers, 5 tartans, 12 armed boats, and 5 packets; consequently they have at present 53 sail of the line and 31 frigates, independent of what may have been built since.

It is said, that the general of the Spanish lines, on marching with his troops to Cadiz, sent word to Sir Hew Dalrymple, who commands at Gibraltar, that he left the lines "to British honour."

A circumstance contained in General Spencer's despatches is of great importance. It states, that the existing situation of Spain, namely, the occupation of the capital by a foreign force, had actually been provided for by the original constitution of the realm; and in that case, *disobedience to the supreme council of Madrid was enjoined by the laws*; from which the supremacy was to be transferred to the council of Seville, which council has therefore now legally and constitutionally become the chief organ of government, and is acknowledged as such by the subordinate councils of the other provinces.

It was this admirable proviso in the Spanish constitution which occasioned the different provinces to rise so instantaneously, without any communication or concert with each other.

The French squadron in Cadiz harbour, the capture of which we anticipated at page 502 of our 19th volume, surrendered to the Spaniards on the 14th of June.

In addition to the official advices from Lord Collingwood, announcing this event, which will be found in their proper place (*Letters on Service*), we subjoin the following particulars, extracted from the *Seville Gazette*:—

"Royal Isle of Leon, June 10.

"At a quarter past three in the evening of the 9th instant, the batteries on the Channel del Trocadero opened upon the French squadron, consisting of five ships of the line and one frigate. Those of the arsenal, of the Caracca, of the store-houses and magazines situated at the point of the Cantero, followed immediately; and were supported by the flotilla stationed in the said arsenal, and by that on the Cadiz station, which anchored opposite Fortuis, while the French ships themselves lay in the canal of the arsenal, in such a position, that they were out of reach of the cannon of the castles, as well as of our own squadron. The French ship of the line Algeziras, finding herself greatly annoyed by the mortar-battery of the Cantero, directed the whole of her fire against it, and succeeded in dismounting its ordnance, but without killing any of the men. The gun-boat No. 17, commanded by Ensign (of frigate) Valdes, and Escalera's mistico were sunk, but no lives lost, as, during the whole of the engagement, we had but three or four killed, and as many wounded. With respect to the enemy, we are unacquainted with the extent of their loss. Their ships have suffered in their hulls, but not in their masts, the Algeziras alone having lost her fore-top-mast and cross-jack-yard. A few shot from the enemy's frigate fell into the arsenal, one of which killed one of the slaves. Three reached the stores,

but did no harm; 136, the magazines which were empty; and others, various other places. One of the enemy's gun-boats blew up, and three boats were lowered from the stern of one of their line of battle ships, but whether with people in them is not known. The firing on both sides ceased at eight o'clock; and, during the remainder of the night, our batteries continued to throw a few shells, and the French did the same, so that it did not appear to be an action, but rather minute-guns fired upon the death of a general officer, until nine this morning, when the engagement was renewed with greater activity on both sides, to three o'clock in the afternoon, at which time the *Hero*, Rossilly's flag-ship, hoisted a Spanish flag on the fore. Upon this, the *Prince*, one of our ships of the line, hoisted a flag of truce, fired one gun, and sent off her barge. She was an hour and a quarter upon this mission; and, on her return to the *Prince*, she was observed going to Cadiz. Our general was afterwards summoned to that city, and is not yet come back (half past nine), so that the result is not known. The firing, of course, had discontinued ever since the said hour of three. This evening they are erecting a battery of eight 24-pounders, close to the bridge of the new town, which, in case matters should not be adjusted, will be ready to-morrow morning, and, from its advantageous situation, may annoy the enemy very much. The *Argonauta* (a ship of the line, formerly belonging to the French, who exchanged her for one of ours) also went out of the *Caracca* this evening, for the purpose of taking up a favourable position to fire upon them, together with a large merchantman, within half cannon shot. The latter is a little below *Puntales*, and provided with artillery; and it is said that there are, in both, furnaces for heating red-hot balls. The French kept up a very heavy fire during the afternoon, particularly the head ship and the frigates.

*“ Cadiz, June 14.*

“ Last night it was notified to the French squadron, that a new battery of thirty 36 pounders and eight 24-pounders, was ready to open upon it, within half cannon shot, in case it should not surrender. This morning, at seven, no answer having been returned, the signal for general action was made on board the *Prince*; upon which the French surrendered at eight. The officers wanted to fight to the last, but the crews revolted against them, and compelled them to strike. The general of our squadron immediately repaired, in his barge, on board the French admiral's ship, and returned to his own with the French general. The many vessels which were in readiness, either to give assistance in case of shipwreck, or to remove the crews, in case they surrendered, went alongside the ships of the line, and, in the course of the day, the latter were manned by our sailors, all the French having been previously removed. The seamen have been conducted to the four towers in the *Caracca*, the marines to *Puntales*, and the officers on board a ship in the bay, which has been fitted out for that purpose, and is called *Ponton*.”

From the same source as the above, is given the following letter of Admiral Rosilly, to the Spanish admiral, previously to his surrender:—



*On board the Hero, in the Bay of Cadiz,*

"CAPTAIN GENERAL, 14th June, 1808.

"I find myself compelled, in consequence of the means exercised against me, to give up the fleet under my command, without further resistance; seeing that it is the interest of both nations not to destroy the ships.

"Although your excellency has not announced to me that the crews of the ships under my command, as well as their property, should be respected, I should reckon too much on Spanish honour, and the known generosity of your own character, to entertain any fears on those subjects.

"I request that your excellency will only send a few troops at first, that the crews may evacuate ship after ship, in order to avoid the confusion which has on such occasions taken place.

"According to the law of war, I request that you will permit, or procure permission for me to send an officer to his majesty the Emperor of the French, in order that I may be enabled to give him an account of the events which have taken place.

"I have the honour to be, with the highest consideration,

"Your excellency's most humble servant,

(Signed)

"ROSILLY."

*French ships taken at Cadiz.*

| <i>Ships.</i> | <i>Guns.</i> | <i>Ships.</i>   | <i>Guns.</i> |
|---------------|--------------|-----------------|--------------|
| Neptune ..... | 84           | Argonaut .....  | 74           |
| Pluton .....  | 74           | Algesiras ..... | 74           |
| Hero .....    | 74           | And a frigate.  |              |

We are informed that Sir Hew Dalrymple, the deputy governor of Gibraltar, when the first application was made to him by the patriots of Spain, instantly supplied them with 10,000 muskets, 3000 barrels of gunpowder, a variety of entrenching tools, and 100,000 dollars in money, without waiting for the orders of government.

Every Englishman must experience the sincerest pleasure, on ascertaining the formidable check which the career of Buonaparte has sustained, by the patriotic exertions of the Spaniards; and he must feel additional gratification in the knowledge, that the government of his own country, acting upon the noblest principles of generosity, has resolved to afford every facility in its power to those brave men who are endeavouring to free themselves from the yoke of their cruel and sanguinary oppressor. Lord Castlereagh, on the day of the prorogation of parliament, gave a solemn assurance to this effect; and, on the very same day, the following Order of Council, distinguished for its disinterested liberality, was issued:

*At the Court at the Queen's Palace, the 4th of July, present, the King's most excellent Majes'ty in Council.*

"His majesty having taken into his consideration the glorious exertions of the Spanish nation, for the deliverance of their country from the tyranny

and usurpation of France, and the assurances which his majesty has received from several of the provinces of Spain, of their friendly disposition towards this kingdom; his majesty is pleased, by and with the advice of his Privy Council, to order, and it is hereby ordered;

“ First, That all hostilities against Spain on the part of his majesty, shall immediately cease.

“ Secondly, That the blockade of all the ports of Spain, except such as may be still in the possession, or under controul of France, shall be forthwith raised.

“ Thirdly, That all ships and vessels belonging to Spain shall have free admission into the ports of his majesty's dominions, as before the present hostilities.

“ Fourthly, That all ships and vessels belonging to Spain, which shall be met at sea by his majesty's ships and cruisers, shall be treated in the same manner as the ships of states in amity with his majesty, and shall be suffered to carry on any trade now considered by his majesty to be lawfully carried on by neutral ships.

“ Fifthly, That all vessels and goods belonging to persons residing in the Spanish colonies, which shall be detained by any of his majesty's cruisers after the date hereof, shall be brought into port, and shall be carefully preserved in safe custody, to await his majesty's further pleasure, until it shall be known whether the said colonies, or any of them, in which the owners of such ships and goods reside, shall have made common cause with Spain against the power of France.

“ And the right hon. the lords commissioners of his majesty's treasury, his majesty's principal secretaries of state, the lords commissioners of the Admiralty, the judge of the high court of Admiralty, and the judges of the courts of Vice-admiralty, are to take such measures herein as to them may respectively appertain.

“ STEPHEN COTTRELL.”

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Several thousands of Spanish prisoners have been liberated by the British government, furnished with money and clothes, and sent off to join their fellow-countrymen, in opposition to the invading armies of Buonaparte.

Sir Arthur Wellesley has sailed from Cork, with an expedition, the express object of which, is to assist the Portuguese.

Another very powerful expedition, intended to act in conjunction with that of Sir Arthur, is also on the eve of sailing.

Great quantities of arms, ammunition, and money, have likewise been sent to Spain from this country.

Whole armies have been swept away by the invincible valour of the Spaniards, whose patriotic spirit has extended to their neighbours, the Portuguese. Oporto has been *twice* taken from the French; and, when the last accounts came away, the Portuguese flag was flying in every town and fortress throughout the kingdom, with the exception of Lisbon. General Junot had posted himself in the citadel; but, as all his supplies were cut

off, it was expected that he must soon surrender. The surrender of the Russian fleet, in the Tagus, to the British flag, was also daily expected.

Buonaparte, according to the latest continental intelligence, continued at Bayonne. Joseph Buonaparte, the *French*, alias the *Corisian* king of Spain, had entered his *new* territories; but, from the cool reception which he every where experienced, it was thought that he would not proceed far into the interior.

The English expedition to the Baltic has returned, without having either accomplished or attempted any thing. Various reasons have been assigned for this inactivity; but the real cause, we believe, remains a secret to the public.—The troops, transports, &c. are to form part of the grand equipment in aid of Spain.

A belief is very prevalent, that peace is on the eve of taking place between Russia and Sweden.

### LAUNCH OF THE CALEDONIA.

The Caledonia man of war was launched at Plymouth, on the 25th of June, between five and six o'clock in the evening. She is the largest, and is generally considered to be the finest ship ever built. Her plan was designed by Sir William Rule, one of the surveyors of the navy; and she was laid down in the year 1796. Her dimensions are as follows:—

|                              | ft. | in. |
|------------------------------|-----|-----|
| Length on the gun deck ..... | 205 | 0   |
| Extreme breadth .....        | 53  | 6   |
| Depth in the hold .....      | 23  | 2   |

Burthen (more than) 2605 tons.

On the lower, or gun deck, she has 17 ports on each side, middle deck 18, upper deck 17, quarter deck 8, and forecastle 2. She will mount 120 guns, from 18 to 32 pounders, besides carronades. Her stern is elegantly neat and light, without that profusion of carved work which formerly decorated ships of her class, having only the unicorn supporting the arms of Scotland.—Her head is a bust of a female figure, emblematic of her name, with the plaid bonnet, and thistle "*of the Saxon-green*," and bagpipes, the favourite musical instrument of Caledonia, on each side, carved by Mr. Dickerson, in a manner that does great credit to his taste and judgment.—Her mainmast is 119 feet in length, and 39 inches in diameter; the weight of her anchors is ninety-three hundred and two quarters.

### ADJUDICATION OF PRIZE CAUSES, IN THE ADMIRALTY COURT.

DOCTORS' COMMONS, TUESDAY, MAY 31.

This day the Right Hon. Sir W. Scott proceeded to the adjudication of the following cases:—

COLUMBUS, Wilckens, master.—This vessel sailed under Swedish colours, and the question was that of salvage. She was lying at anchor at the



Great Nore, but in consequence of a heavy gale, parted her anchor, and struck on the China Rocks, from which the salvors brought her into harbour, for which the owners offered 25*l.* to each man, which was refused. The court thought this reward ample, and accordingly pronounced for the same, but gave no costs on account of the delay in the salvors.

LEEDWICK, Ran, master.—This was also a question of salvage. The vessel was sinking (without any person on board), on the coast of Harwich, when the wreck was brought on shore near that port. The Court pronounced for 750*l.* as a remuneration to the salvors.

EXPERIMENT, Beckener, master.—This American vessel, laden with hides, bound from Lisbon to Bourdeaux, was captured by the *Lively*, and brought to Plymouth. Ship condemned, the owner being resident in France, and the cargo was pronounced to be Portuguese property.

WALMSLEY, Van Mogen, master.—This Prussian vessel was laden with tobacco and cotton. The question was with respect to the property of the cargo, the vessel having been already condemned. The cargo being proved to be American property, the court restored the same.

*Thursday, June 2.*

ELIZA ANN, Cox, master.—This American vessel, bound from America to Amsterdam, was captured in November last, by the *Steady*, and brought to Portsmouth. After some negociation had passed between the captors and claimants' agents, the captors consented to restitution, but in removing the ship from the Motherbank (where she had performed quarantine), to Sheerness, she was lost in consequence of a hurricane, and the question was, whether the captors were to be answerable for this misfortune. The Court was of opinion, that the misfortune did not arise from any misconduct of the captors, and therefore dismissed the parties.

*Tuesday, June 14.*

Sir William Scott directed the whole of the Portuguese property which had been seized and brought into British ports, to be transferred to the Portuguese ambassador, under whose order and direction it is to be distributed to the various claimants.

LOGAN, Meyrick, master.—This American vessel, laden with cotton, coffee, tobacco, &c. was captured on a voyage to Amsterdam, by the *Zenobia* sloop of war, and brought to Yarmouth. It appeared that she had been warned on her outward voyage, by one of his majesty's cruisers, not to proceed to Amsterdam, that port being in a state of blockade; in consequence of which she made for a British port, and obtained a license to proceed on her original destination. It further appeared that the capture took place after the license had expired, from unavoidable delay. *The court restored the ship and cargo, but allowed the captors the expences of this day's hearing.*

ROEBUCK, Bolan, master.—This was also an American vessel, laden with salt, taken on board at Marennes, and on an asserted voyage to a British port, was captured by the privateer *Crescent*, and brought to Guernsey. *Ship and cargo condemned as a fraudulent transaction.*

Thursday, June 30.

MARGARET, Vickars, master.—This was a question of right of salvage on the part of the conveying ship, against a ship which was alleged to have been captured by the enemy whilst under convoy. It appeared that the ship, with several others, bound to Oporto and Lisbon, were under convoy of his majesty's ship Jamaica, and that the Margaret, having got at a great distance from the convoy, was captured by a Spanish privateer, and afterwards re-captured by the boat of the Jamaica, which was sent out for that purpose. On the part of the owners it was contended, that the right of salvage could not arise until the duty of the conveying ship was at an end. The court was clearly of opinion, that the master and crew were entirely subdued, and that if the wind had been in favour of the privateer, she would have got out of reach of the boat, and accordingly pronounced *salvage to be due*.

NEPTUNUS, Packman, master.—This was a question of salvage. The court pronounced 800*l.* to be due to the salvors, being one-third of the value of the property.

Friday, July 8.

THE GOOD AGREEMENT, Woarens, master.—This vessel, laden with coals, bound from North Shields, to London, was captured on the 13th of February last, by a French lugger privateer, who took all her crew out, and what articles they pleased, and (after cutting her cables) abandoned her. This was a claim of salvage set up by the crew of the gun-brig Charger, and by persons belonging to the Galloper light-house, for bringing her into harbour. The court was of opinion that it was a recapture by the gun-brig, because the Frenchmen would not have abandoned her, had it not approached, and accordingly pronounced 1-8*th* salvage to be due to the crew thereof, and 50*l.* as a remuneration to the persons belonging to the light-house.

JONGE HENRICK.—This vessel was under Papenburgh colours, laden with a cargo of wine, on a voyage from Bourdeaux to Tonningen. The question in this case was, whether the cargo should be condemned to the captors or to the crown.—*The further proof being produced and read, the same was condemned to the crown.*

JEFFERSON.—This was an American vessel, laden with a cargo of various articles, and bound therewith from Philadelphia to Amsterdam; and the questions before the court were those of costs and damages on one side, and captors' expenses on the other.—*The court in this case rejected the demand for costs and damages, and allowed the captors their law expenses.*

OTHELLO.—This American ship, with a cargo of various articles, was bound on a voyage from New York to Nantz.—*Ship and 30 hogsheads of sugar condemned, on the ground of violating the blockade.*

The king's proctor's bill of charges for proceedings in the high court of Admiralty, in the respective causes of Dutch ships and cargoes condemned to the crown, from November 1803, to November 1804, as paid out of the proceeds, amounts to 3,819*l.* 4*s.* 5*d.*

## Imperial Parliament.

## HOUSE OF LORDS.

WEDNESDAY, MAY 25.

**L**ORD *Suffolk* inquired of Lord *Hawkesbury*, whether any account would be given by ministers respecting the application of the droits of the Admiralty.

Lord *Hawkesbury* replied, that the droits of the Admiralty belonged to the king, and of course that his majesty might dispose of them in any manner he pleased.

FRIDAY, MAY 27.

Lord *Grenville*, after a speech of great length, moved, that the House should resolve itself into a committee, to take into consideration the petition of the Roman Catholics of Ireland.

This motion, at the conclusion of a long debate, was negatived, on a division, by 161 against 74; being a majority of 87 against the Catholics.

MONDAY, MAY 30.

Lord *Auckland*, adverting to the operation of the orders of council, moved, that there be laid before the House a return of the exports and imports during the last quarter, ending the 5th inst. and a return of the exports and imports in the corresponding quarter of the last year, with a view of demonstrating by comparison the evil consequences of this measure.

This motion was agreed to, after Lord *Bathurst* had observed, that if it should ever appear that there was a decrease in this year, it would be unfair to impute it to the orders in council, for it should be recollected, that when they were first carried into execution, we were not at war with Denmark, nor with Russia, nor with Portugal; of course, the losses sustained by our subsequent hostility with those countries ought not to be ascribed to the operation of this measure.

FRIDAY, JUNE 17.

The Earl of *Suffolk* called the attention of their lordships to the Danish vessels and cargoes detained and sold previous to the commencement of hostilities. He was induced to make a motion on the subject, because those captures were connected with the droits of Admiralty, and it was generally believed on the continent that compensation must be hereafter made to Denmark for the vessels so captured. The noble lord therefore moved for returns of the sales and produce of Danish ships, captured previous to the late declaration of war.

Lord *Hawkesbury* intimated that it was impossible to comply with the motion, as many of the ships alluded to were not sold, and consequently no returns had been made.

The Earl of *Suffolk* at length consented to withdraw his motion, and pledged himself to bring it forward again early in the next session.

THURSDAY, JUNE 28.

The Pilot's Regulation bill was read a third time and passed.



MONDAY, JULY 4.

The public business having been closed, the following speech was delivered, in his majesty's name, by the lord chancellor:—

*“ My Lords and Gentlemen,*

“ We have it in command from his majesty to express to you the great satisfaction which he derives from being enabled, by putting an end to the present session of Parliament, to terminate the laborious attendance which the public business has required of you.

“ The measure which you have adopted for the improvement of the military force of the country, promises to lay the foundation of a system of internal defence eminently useful, and peculiarly adapted to the exigencies of these times.

“ The sanction which you have given to those measures of defensive retaliation, to which the violent attacks of the enemy, upon the commerce and resources of this kingdom, compelled his majesty to resort, has been highly satisfactory to his majesty.

“ His majesty doubts not that, in the result, the enemy will be convinced of the impolicy of persevering in a system which retorts upon himself, in so much greater proportion, those evils which he endeavours to inflict upon this country.

*“ Gentlemen of the House of Commons,*

“ We are commanded by his majesty to return his most hearty acknowledgments for the cheerfulness and liberality with which the necessary supplies for the current year have been provided.

“ His Majesty directs us to assure you that he participates in the satisfaction with which you must have contemplated the flourishing situation of the revenue and credit of the country, notwithstanding the continued pressure of the war; and he congratulates you upon having been enabled to provide for the exigencies of the public service, with so small an addition to the public burthens.

“ His majesty commands us to thank you for having enabled him to make good his engagements with his allies; and to express to you the particular gratification which he has derived from the manner in which you have provided for the establishment of his sister, her royal highness the Duchess of Brunswick!

*“ My Lords and Gentlemen,*

“ His majesty has great satisfaction in informing you, that, notwithstanding the formidable confederacy united against his ally the King of Sweden, that sovereign perseveres, with unabated vigour and constancy, to maintain the honour and independence of his crown, and that no effort has been wanting on the part of his majesty to support him in the arduous contest in which he is engaged.

The recent transactions in Spain and Italy have exhibited new and striking proofs of the unbounded and unprincipled ambition which actuates the common enemy of every established government and independent nation in the world.

“ His majesty views with the liveliest interest the loyal and determined spirit manifested by the Spanish nation, in resisting the violence and perfidy with which their dearest rights have been assailed.

" Thus nobly struggling against the tyranny and usurpation of France, the Spanish nation can no longer be considered as the enemy of Great Britain; but is recognized by his majesty as a natural friend and ally.

" We are commanded to inform you, that communications have been made to his majesty from several of the provinces of Spain, soliciting the aid of his majesty. The answer of his majesty to these communications has been received in Spain with every demonstration of those sentiments of confidence and affection which are congenial to the feelings and true interests of both nations; and his majesty commands us to assure you, that he will continue to make every exertion in his power for the support of the Spanish cause; guided in the choice and in the direction of his exertions by the wishes of those in whose behalf they are employed.

" In contributing to the success of this just and glorious cause, his majesty has no other object than that of preserving unimpaired the integrity and independence of the Spanish monarchy.—But he trusts that the same efforts which are directed to that great object may, under the blessing of Divine Providence, lead in their effect, and by their example, to the restoration of the liberties and peace of Europe."

A commission was then read for proroguing the Parliament to Saturday the 20th of August.

## HOUSE OF COMMONS.

MONDAY, MAY 23.

In a committee on the Pilot's Regulation Bill, Mr. Rose, in explaining it, stated the necessity of adopting some measure to remedy the ills and remove the complaints that at present so much prevail for want of an adequate number of pilots. The number of pilots established by the act that passed in the year 1720, was 120. Since that period, the number of British ships coming to London has increased three-fold, and foreign ships ten-fold. During the last year, there were no less than 20 vessels lost in the Downs and neighbourhood, and several lives lost, for want of pilots.

WEDNESDAY, MAY 25.

Mr. Grattan moved, that the petition of the Irish Catholics be referred to a committee of the whole House.

This motion, after a long debate, was negatived, on a division, by 281 against 128; giving a majority of 153 against the Catholics.

TUESDAY, MAY 31.

Mr. Lushington brought forward his long-promised motion respecting Sir Home Popham, and the ship *l'Etrusco*. He observed, that the legislature had years ago, prohibited any trade between Ostend and the East Indies. Sir Home Popham had, however, gone to Ostend, in the year 1787, having previously applied to the East India Company for leave to go to India for two years. That was refused, but at length he prevailed, on an assurance that he would reside during that time at a Danish settlement, called Fredericksnagore, relinquishing his half-pay as a lieutenant in the navy.

He got to India in a foreign vessel, and it appeared, that in the year 1789, he was trading illegally, and that by that traffic he had realized a considerable sum. He was connected with a house at Ostend, of the most notorious description for illegal trade, and he soon after returned to Europe. The captain meditated a second voyage, but it did not appear he got fresh leave from the Admiralty. In his second expedition, therefore, he made the voyage under Tu can colours, for which a sum of 62l. 10s. had been paid. He made the voyage out and home, and was not aware that in so doing he was violating the laws of his country. After this, in the *Etrusco*, he came to the Cove of Cork, where he pretended he was taken under convoy by the *Diadem*; but that was not the case. A lieutenant on board that ship was ready to prove that there was a prize-master on board the *Etrusco* at the time, and he could prove that fact at the bar, if necessary. He then proceeded to accuse Sir Home with having, on a variety of occasions, resorted to false papers for purposes of deception; and concluded, by moving a resolution,—"That Sir Home Popham, in these illegal transactions, had acted contrary to his duty, as a British subject, and to his honour, as a man, and as an officer; that the grant which he had received was a misapplication of the public money, and would operate as a discouragement, in future, to the British navy."

Sir Home Popham complained of the different persecutions which had been fomented and kept alive against him for years; since this question had been agitated the editors of some newspapers had been uncommonly virulent. He then read a paragraph from one, which accused him of carrying arms and ammunition to Tippoo Saib; having denied this assertion, he said it was impossible for an Englishman to act so disloyally; if he had acted in the manner imputed to him, he ought to be tied to a stake in Palace-yard. There was another circumstance which he had to complain of, namely, a gentleman opposite (Mr. Calcraft), had on a former evening asserted that his appointment, as captain of the fleet in the expedition to Copenhagen, was an outrage on the feelings of the officers of the navy, and had given general disgust. To prove the contrary, he read two letters, one from the commander in chief, Admiral Gambier; the other from Sir Thomas Graves, highly approving of his conduct and appointment, which was a sufficient proof that no prejudice existed against him. He then denied in positive terms, that he had gone to India clandestinely, or fled from justice in this country. His conduct in that had been approved of by the governor-general, Lord Cornwallis; and certainly he was not aware that he had in any instance violated the laws of his country; and, in proof of what he asserted, he read a letter from his lordship to the Court of Directors, detailing the various services he had rendered in that quarter of the globe. It is true that when he went to India he was not in his majesty's service, but went more in a private character. He denied his having been guilty of smuggling, either in Ireland or at Dungeness; by the capture of the *Etrusco* he had suffered a pecuniary loss of 45,000l. which he thought a severe punishment, without having his feelings again racked by the agitation of the question.



At the conclusion of his speech, Sir *Home Popham*, as is usual on such occasions, withdrew.

Sir *John Nicholl* observed, that he felt anxious to ascertain, whether it was intended, by the present motion, to pass a censure on Sir *Home Popham*, or upon the administration by which the grant was made? If it was upon the individual, it surely was for the House to recollect that this act of offence had been committed years ago, that before and since that period, that gallant captain had performed great advantages and signal acts of service to his country; but if it was meant to make such a grant a censurable act, in consequence of any misapplication of the public money on the part of government, the House should understand that the fund out of which it was paid was solely the property of the crown.

The *Chancellor of the Exchequer* defended the grant, and the general conduct of Sir *Home Popham*, and argued that the present motion solely originated from party views.

After a long debate, the motion was negatived, by 126 against 57.

#### MONDAY, JUNE 13.

In a committee of supply, the sum of 10,000*l.* was voted for the improvement of the harbour of Holyhead.

#### TUESDAY, JUNE 14.

Sir *Charles Pole*, after a speech of some length, wherein he stated the necessity that existed for their being three proctors, in addition to the king's proctor, in all cases tried before the Court of Admiralty, moved a resolution that such was the opinion of the House; and stated, that should that resolution be adopted, he should follow it up with an address to his majesty, beseeching him to order the resolution to be carried into effect.

The advocate general remarked, that it was singular Sir C. should select the present moment of all others, for bringing forward this subject. He had had repeated opportunities of doing so in the three or four late administrations, and especially in that where Lord St. Vincent had been at the head of the Admiralty. It was an inexpedient measure, so far as it related to the navy. The institution of king's proctor had existed since the fire of London, 1666, and such appointment belonged to the crown.

After a long conversation, the House divided on Sir C.'s motion—Ayes, 16.—Noes, 35.

The advocate general obtained leave to bring in a bill to authorise the payment of certain proportions of prize money to foreign ships and troops co-operating with those of his majesty.

#### FRIDAY, JUNE 17.

In a committee of supply, a grant of 25,000*l.* was made, towards the expences of the Naval Asylum.

#### MONDAY, JUNE 20.

A bill for the encouragement of the herring fishery was read a third time and passed.

TUESDAY, JUNE 21.

Sir *W. Scott* obtained leave to bring in a bill for extending the provisions of an act of the 45th of the king, holding out an encouragement to seamen to enter into the navy.

THURSDAY, JUNE 23.

Mr. *Rose* undertook to bring in a bill next sessions, for the purpose of preventing navy agents from advancing money on account of prizes.

SATURDAY, JUNE 25.

A bill was brought in, to enable his majesty to establish a police at Plymouth Dock.

MONDAY, JULY 4.

This being the last day of the session, Mr. *Whitbread* put some questions to ministers, as to the intentions of his majesty's government, relating to Spain; in answer to which, Lord *Castlereagh* observed, that the grateful task at length presented itself, of announcing to the House, that it had been determined to give that struggling nation every aid that we could afford. As to his majesty's ministers not having laid before Parliament any proposal concerning Spain, he did not think it, in the present state of affairs, necessary. In due time that would be done, and although a vote of credit was not asked for, yet, whatsoever dispositions might be arranged and agreed on for the desirable object, he had the satisfaction of saying, that by the liberality of the House, means were in hand to enable them to give that assistance which might be immediately required; and should more be requisite, the law furnished his majesty with the power of calling together Parliament, at a very short notice, by which any further or greater supplies, as they might be wanting, might be furnished.

On the motion of Mr. *Wilberforce*, an address was voted to his majesty, that he would be graciously pleased to direct, that there be laid before the House, copies of the 4th, 5th, 6th, 7th, 8th, 9th, and 10th Reports of Naval Revision.

The House were summoned to attend the reading of his majesty's speech, for the prorogation of Parliament, in the House of Lords; after which the session closed, and the members dispersed.

### Letters on Service,

*Copied verbatim from the LONDON GAZETTE;*

ADMIRALTY-OFFICE, JUNE 28, 1808.

*A Letter and its Inclosures, received from Vice-admiral Sir Edward Pellew, Bart. Commander-in-chief of his Majesty's Ships and Vessels in the East Indies, addressed to William Marsden, Esq. dated on board the Culloden, Griesse Harbour, the 14th December, 1807, conveys the following intelligence:—*

**I**T appears that the vice-admiral had sailed from Malacca on the 20th of November last, and had arrived with the squadron of his majesty's

ships named in the margin,\* off Point Panka, at the eastern extremity of Java, on the 5th of the following month, with the troops embarked on board them; that, in conjunction with Lieutenant-colonel Lockhart, commanding the troops, he had sent a commission under a flag of truce to treat with the commandant of the Dutch naval force, for the surrender of the ships of war lying at Griesse; and by copies of the correspondence which passed in consequence, it appears that the admiral had caused the ships named at the foot hereof to be burnt (they having been previously scuttled by the Dutch); that all the guns, military stores, &c. in the garrison of Griesse, had, together with the battery of Sambelangan, on the island of Madura, been most effectually destroyed.

Sir Edward expresses his approbation of the zeal and perseverance manifested by the respective officers and men employed upon the service above mentioned

Revolutic, of 70 guns.

Pluto, of 70 guns.

Kortenaar, of 68 guns, sheer-hulk.

Rattkoff, Company's ship, of 1,000 tons, pierced for 40 guns.

JULY 2.

*Copy of a Letter from Captain Walker, of his Majesty's Sloop Rosamond, to Vice-admiral Russell, Commander-in-chief of his Majesty's Ships and Vessels off the Texel, and transmitted by the latter to the Hon. W. W. Pole.*

*His Majesty's sloop Rosamond, Yarmouth Roads,  
27th June, 1808.*

SIR,

I beg leave to inform you, that his majesty's sloop under my command, on her passage from Helgoland, in company with an American and a Liamburgh ship that I had detained, and was conveying to this place, on the 26th instant, at half past two, A.M. fell in with, and at four captured, the Dutch brig privateer Amstellan, Hendrick Jooston commander (with a commission from the King of Holland), mounting 12 guns, and with a complement of 60 men. I have the honour to be, &c.

B. WALKER.

*Copy of a Letter from Lieutenant Edmund Waller, Acting Commander of his Majesty's Sloop Wolf, to Captain Sir Charles Brisbane, Knt. of his Majesty's Ship Arethusa, and transmitted by the latter to the Hon. W. W. Pole.*

SIR,

*Wolf, east end of Jamaica, May 1, 1808.*

I have the pleasure to inform you, that this morning, while in the pursuit of your orders to bring up the rearwardmost ships of the convoy, chase was given by his majesty's sloop under my command to a suspicious sail in the S.E. which, in two hours, we took possession of. She proves to be the Spanish schooner privateer la Braganza, Joseph Caudanio, captain, with one gun and fifty-four men; twenty-two days from Carthagena, and had captured only, during her cruise, the Anne brig, one of our convoy, which I have also the pleasure to inform you, was retaken by the Wolf, after a chase of four hours.

I have the honour to be, &c.

EDMUND WALLER,  
Commander.

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\* Culloden, Powerful, Caroline, Fox, Victoire, Samarang, Seaflower, Jaseur, and Worcester transport.



DOWNING-STREET, JULY 9, 1808.

A despatch, of which the following is a copy, together with enclosures, have been received from Major-general Spencer, by Viscount Castlereagh, one of his majesty's principal secretaries of state, dated off Cadiz, June 12, 1808.

*His Majesty's Ship Atlas, off Cadiz,*

MY LORD, *June 12, 1808.*

The French squadron, consisting of five sail of the line and a frigate, having placed themselves in a defensive position, in the channel leading to the Caraccas, and out of the reach of the works of Cadiz, and having refused to listen to any terms, I have great satisfaction in reporting that the Spanish gun and mortar-boats, and the batteries erected for this purpose, on the isle of Leon, and near Fort Louis, commenced hostilities against the French ships at three o'clock in the afternoon of the 9th, and the firing, continued without interruption on both sides till night. It was renewed on the part of the Spaniards on the morning of the 10th, and partially continued till two, when a flag of truce was hoisted by the French, but the terms proposed being inadmissible, the Spaniards intend to recommence hostilities with an additional battery, to the eastward of Fort Louis, consisting of thirty twenty-four pounders.

Admiral Purvis and myself wished to have co-operated in this attack, but the Spaniards feeling themselves confident in their own force, have declined our offers of assistance.

The Supreme Council of Seville have nominated commissioners, and applied last night for passports, and a frigate to convey them to England, and they are also equally anxious to send feluccas with despatches to South America.

Information having been received that a small French corps was assembling at Tavira, with a view of entering Spain by the river Guadiana, we have been requested to proceed against this corps, and either to attack them on the coast, or endeavour to prevent the further prosecution of their plans against Spain. I accordingly propose to sail immediately for this object, Lord Collingwood approving of it.

Admiral Purvis had already detached three ships of war off the mouth of the Guadiana, and has offered every other necessary assistance, which Lord Collingwood has since confirmed.

I have the honour to be, &c.

B. SPENCER, Major general.

*Right Hon. Lord Castlereagh, &c.*

*Copy of a Letter from General Morla, Captain-general of Andalusia and Governor of Cadiz, addressed to their Excellencies Admiral Purvis and Major-general Spencer.*

Admiral Rossilly, as your excellencies will observe by the annexed copy, has proposed to disarm, but upon conditions which I thought were inadmissible. Whatever may be his terms of surrender, I shall in no manner deviate from my promise: it is therefore necessary that I should have your consent, as I have already said in my first conference with Brigadier-general Smith and Captain Sir John Gore, to whom I have pledged myself with simplicity and good faith.

It will afford me considerable satisfaction to consult with your excellen-

cies on all occurrences, incidents, and circumstances conducive to our common advantage, and contrary to the interests of the common enemy.

Nothing gives me more real pleasure than the absolute confidence of your excellencies in my candour and sincerity, with which I remain your excellencies' most affectionate and devoted servant.

*Cadiz, June 11, 1808.*

THOMAS MORLA.

*Copy of a Letter from Admiral Rosilly, addressed to General Morla, dated on board the Admiral's Ship, Hero, Bay of Cadiz, June 11, 1808.*

CAPTAIN-GENERAL,

Obliged to defend myself on account of the inquietude inspired into the people of this province by my imposing attitude, I yesterday, in order to tranquillize them, proposed to your Excellency to quit the bay. In case the English cannot accede to this proposal, I suggest the idea of disembarking my means of attack, and keeping my ships' companies on board; no colours shall be displayed on my squadron. Hostages shall be given for our security, our sick, and all the French people in the province, with their national and individual property. Hostages will be equally given on my part. The refreshments, water, and provisions necessary for my squadron shall be provided on my paying for them, as has hitherto been done. In short, I shall demand no conditions but those which are necessary for my honour and that of the people serving under my orders, and as are compatible with the public tranquillity.

Deprived by my proposal of the means of defence against the exterior enemy, I demand security against them.

Receive, captain-general, the renewal of my distinguished consideration, with which I am your excellency's most humble servant.

ROSSILLY.

*Copy of an Answer from General Morla, to Admiral Rossilly.*

EXCELLENT SIR, ADMIRAL ROSSILLY,

In answer to certain proposals and official demands transmitted by your excellency, which, although dictated by your honour, are unquestionably incompatible with mine, as must be evident to your excellency, I have to acquaint you, that I cannot except any terms but an unconditional surrender. My honour and character not allowing me to depart in any way from my promises, I therefore inform you, that my orders from the Superior Council being positive with respect to the surrender of the squadron commanded by your excellency, I cannot enter into any conditions without previously consulting them. It is likewise my duty to consult with the English commanders, as, without their consent, I cannot compromise myself.

For these reasons, I shall suspend my attack, until I have despatched those two expresses, availing myself, however, of the intermediate time to prepare other means for the attack.

Nothing opposes the individual esteem entertained for your excellency, by your faithful servant,

*Cadiz, June 11, 1808.*

THOMAS MORLA.

JULY 12.

Despatches, of which the following are extracts, have been received from Major-general Spencer by Viscount Castlereagh, one of his majesty's principal secretaries of state.

*Extract of a Despatch from Major-general Spencer to Viscount Castlereagh, dated on board his Majesty's Ship Windsor Castle, off Ayamonte, June 17, 1808.*

MY LORD,

I avail myself of the opportunity afforded by the passing of the *Nautilus* from Lord Collingwood to Sir Charles Cotton, to congratulate your lordship on the surrender of the French squadron of five line of battle ships and one frigate, in the harbour of Cadiz, to the Spanish arms on the 14th instant; on which day the Spanish colours were flying in all the French ships. The particulars of this important and interesting event will, no doubt, be fully communicated to your lordship by Lord Collingwood.

It is also very satisfactory for me to inform your lordship, that the movement I have made to this quarter, at the request of General Morla, has been attended with the happiest effects. The French troops are retiring in every direction towards Lisbon, except some very insignificant parties left to occupy the different small forts and posts on this side of Portugal. The Portuguese people are rising in all parts, encouraged greatly by our presence here; and the Spanish frontier on the Guadiana is thus effectually secured from any attack of the French.

I have the honour to be, &c.

B. SPENCER, Major-general.

*Extract of a Despatch from Major-general Spencer to Viscount Castlereagh, dated on board his Majesty's Brig Scout, off Lagos, June 21, 1808.*

MY LORD,

The French fleet having surrendered on the 14th, and the Spanish commissioners having since embarked for England, I beg leave shortly to recapitulate the different events which have led to these desirable objects, and to state to your lordships the present situation of Spain and Portugal, as far as I have obtained correct information.

The general feeling of the Spaniards had been for some time excited to the utmost degree of indignation at the conduct of the French. The information of the forced renunciation of the crown of Spain by Charles IV. Ferdinand, and all the royal family, in favour of Buonaparte, appeared to be the signal of universal opposition to the views of France.

The Council of Seville, one of the principal provincial jurisdictions in Spain, have laid hold of some statutes in their constitution, which authorize their rejecting the orders of the Supreme Council of Madrid when that capital shall be in the power of foreign troops. They have therefore assumed an independent authority in the name of Ferdinand VII. whom they have proclaimed king; and, after some previous steps, they have formally declared war against France, and have appealed to the Spanish nation to support them; and their supremacy has been acknowledged by the councils of several other provinces.

In Andalusia they collected from fifteen to twenty thousand regular troops, and have put arms in the hands of upwards of sixty thousand peasants. General Castaños is appointed commander in chief; and I understand they propose, out of the first levies, to augment the establishment of the old regiments, to double their present numbers.

Provincial assemblies are also forming in most of the large towns, and different depôts fixed upon for raising volunteers.

They have a proportion of near four thousand cavalry, and a large quantity of artillery, as Seville is a foundry, and one of the largest depôts in Spain.



All accounts agree, that in every part of Spain the insurrections have commenced almost at the same period; many small detachments of the enemy, and many officers, have been cut off.

General Dupont was on his march to Seville, and had already passed the Morena mountains when the insurrection took place. He has pushed on to Cordova, and, by the intercepted despatches, we learn he is strengthening himself there, and proposes to wait for reinforcements. In the mean time the Morena passes in his rear have been occupied by five thousand Spaniards, the road has been broken up; and, I trust, all communication has been cut off.

General D'Alril had received orders to join him at Seville with four thousand men, who were to assemble at Alcorentin, but our arrival off Ayamonte, and the arming of all Spain, and the alarms in Portugal, having prevented this movement, I trust that General Junot will not now be able to detach any troops from Portugal, though we understand a French corps has been collected at Elvas, but I do not think it can exceed four thousand men, though the reports of its strength are very various.

At Faro the Portuguese have already risen, have taken or destroyed a detachment of about two hundred men, have seized the arms and ammunition of the province, which the French had collected in a depôt, and also about forty thousand dollars in gold, which the French general had amassed.

ADMIRALTY-OFFICE, JULY 12, 1808.

*Extract of a Letter from Vice-admiral Lord Collingwood, Commander in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated Ocean, off Cadiz, June 14, 1808.*

SIR,

In my letter of the 12th instant, by the *Alpheia*, I informed you that application had been made for a ship to carry to England commissioners appointed by the Supreme Council of Seville, to treat with his majesty's ministers on such matters as are important to the interest of both countries. The admiral who commands in the port of Cadiz being one of the deputed, they did not choose he should depart until the surrender of the French ships, which took place this morning.

The Spaniards having constructed an additional battery, of thirty heavy guns, and numerous gun and bomb-vessels having taken their stations, the French ships struck their colours at seven o'clock this morning, and soon after the Spanish were hoisted on board them. The French ships, I understand, are not at all injured, as the Spaniards wanted them for their own use; nor has there been much loss of men on either side.

The governor some days since (and before I came here) requested of Major-general Spencer to proceed to Ayamonte, to oppose a detachment of the French army, which was said to be marching from Portugal by the coast; and yesterday the transports proceeded, under the protection of the *Zealous*, to that quarter where the *Windsor Castle* had conducted a detachment the day before.

June 15.

The governor of Cadiz has notified to me, that the commissioners will be ready to embark in two days. As the *Revenge* has been stationed near the town, where Sir John Gore has made much intercourse with the governor and chiefs in command during the late operations, and witnessed the temper and disposition of the people, I have ordered that ship to receive them, that

he may give to his majesty's ministers the information they may desire of what has come within his observation as to the present state of this part of Spain.

An application has been made to me this evening by the Supreme Council at Seville and the governor of Cadiz, to give a passport to a Spanish frigate and four despatch vessels, to carry to the several governments and presidencies in the West Indies, information of the events which have happened in Spain, and their instructions to the governors; and also that a sloop of war may take out officers to that country, whose presence there is important; this they urge in preference to their going in a Spanish vessel, as it will convey a proof of their connexion with Great Britain.

I have the honour to be, &c.

COLLINGWOOD.

JULY 12.

*Extract of a Letter from Sir Charles Cotton, Bart. Admiral of the Blue, &c. to the Hon. William Wellesley Pole, dated on board his Majesty's Ship the Hibernia, off the Tagus, June 22d, 1808.*

SIR,

Enclosed I transmit, for the information of the lords commissioners of the Admiralty, the copy of a letter received by me from Captain Creyke, of his majesty's sloop Eclipse, detailing the state of affairs at Oporto.

I have the honour to be, &c.

C. COTTON.

SIR,

*His Majesty's Sloop Eclipse, off the Bar of Oporto, June 20, 1808.*

Since the account I had the honour of delivering to you on the 10th of June, Oporto has undergone two revolutions, and has been successively in the hands of the French and the subjects of the Prince Regent.

After the Spaniards had delivered the forts into the custody of the Portuguese, and the national colours were every where hoisted, the French were again able to establish their authority, in consequence of the weak and undetermined measures of the governor, Louis D'Oliveira, who is now confined as a traitor, and maintained it till the 16th, the day of Corpus Christi, a great national festival, when it had been usual for the Portuguese regiments to attend with colours flying. The governor, D'Oliveira, in consequence of orders from Junot, attempted to establish the French flag instead of the Portuguese at the procession. This violent attack on the national custom drew forth the murmurs of the populace to so great a degree, that an attempt to compromise on the part of the governor had no effect; and on the 18th, in the evening, the day before my arrival here, they were excited to such a degree of fury, that, countenanced by the priests, the people rose en masse, broke open the depôts, and supplied themselves with twenty-five thousand stand of arms, and, together with the regulars, formed a most determined and enthusiastic army. From this moment all French authority ceased: and every man, either French, or suspected of being inclined to the French-interest, was arrested.

The bishop of Oporto was elected as the new governor, and an army of twenty thousand men sent to meet the French, who had advanced to the amount of nine hundred within six leagues of Oporto.

The enthusiasm has communicated from one to the other, and the Portuguese provinces of Tralos, Montes, Mintro, and the northern part of Beira, in imitation of the Spaniards, have risen in arms, determined to extirpate the French from their kingdom. From the most moderate accounts, besides

what are at Oporto, I may estimate them at upwards of one hundred thousand men.

All the regular regiments disbanded by the French are forming again with the greatest alacrity, and will soon join them. I have this day had an interview with his excellency the governor, conducted to him amidst the shouts and huzzas of the populace.

To-morrow I send a party of men to mount the guns of a large Brazil ship, the command of which is given to an Englishman, and destined as a floating battery to defend the bridge, in case the French should have the temerity to approach, though such an event is not to be apprehended. If any requisition is made for powder, I shall comply with it, but they have at present abundance of arms, ammunition, and provisions.

The detestation of the Portuguese to the French is so great, that Captain Jones and myself, after having begged the life of the French intendant of police, had the greatest difficulty in conveying him a prisoner to the boat, and the unbounded love and respect for the English alone prevented the enraged populace from tearing him to pieces.

I have the honour to be, &c.

G. A. CREYKE.

*Admiral Sir Charles Cotton, Bart. Commander in Chief, &c.*

*Extract of a Letter from Captain Digby, of his Majesty's Ship the Cossack, addressed to the Right Hon. Lord Gambier, Admiral of the Blue, &c. and transmitted by his Lordship to the Hon. W. W. Pole.*

*His Majesty's Ship Cossack, off Saint  
Andero, June 25, 1808.*

MY LORD,

The last opportunity I had of writing to your lordship, I acquainted you of my intention to go to St. Andero immediately, and afford every assistance in my power to the loyal inhabitants, and bring off any British subjects that might wish to come away, in the present uncertain state of the country; and I had intelligence that the French frigate in passage, accompanied by several gun-boats, was expected to make a descent on that part of the coast. Owing to the strong easterly winds, and long calms, I did not get there till the 21st. The signal-post displayed a flag of truce, which was answered by both ships. The captain of the port, Don Vincento Camino, came on board: he told us the French army was soon expected to make an attack on the pass in the mountains that guarded the approach to the town; he invited us to anchor in Sardenero bay, which we did at five P. M. until he had made his report to the bishop, who was the present governor, he wished us not to land. No boat returning by one o'clock the next day, I concluded that some sudden attack or unexpected event must have taken place. In the afternoon a brig came out of the harbour full of people of all descriptions, who had left the town on the report that the French were advancing. I immediately got under weigh, and sent Captain Daly, of the Comet, up the harbour, to gain some confirmed intelligence, and should the report prove true, to reconnoitre the fort, and find out where the principal magazine was, and, if it was possible, to destroy it. Between eight and nine P. M. Captain Daly returned with certain information, that the French army had gained the pass, and had halted only a few miles from the town, and were expected to enter that night or next day.

Captain Daly also had made every possible observation, and had himself spiked the guns in two forts near the town, and he requested to go and destroy the magazine, and the guns in the forts that guard the entrance of the harbour. I should certainly have sent the boats that night,



but the great chance of their being taken by surprise, should the enemy advance, and the night being very dark and squally, with every appearance of bad weather, made me defer it till the next morning; at day-light we stood into the bay, and manned and armed two boats from each ship, under the orders of Captain Daly; he was accompanied by Lieutenant H. M. Herbert, of the Cossack, and Lieutenant Read, of the royal marines, and several of the younger officers, who all volunteered their services; they left this ship soon after six o'clock, and landed about eight, spiked all the guns in fort St. Salvador de Ano, and fort Sedra, and wedged shot in the chambers of them, which renders them quite useless; the magazine was at some little distance, and had five hundred whole barrels of powder in it, besides quantities of other stores; all of which was completely destroyed, great part by throwing it over the cliffs into the sea, leaving sufficient to blow up the magazine: the train was laid for a considerable distance, and it was let off about ten o'clock, which instantly levelled the whole building to the ground. Finding some more powder in fort Sedra, a train was laid to it, which took effect, and blew part of the house and storehouse in it up; the two other forts on the west side of the bay they could not attempt, as the surf was so high it was impossible to land, and to walk round was too far from the boats, as they had not a moment to spare, having heard, before they set fire to the first train, that the French had entered the town, and they expected a strong guard at the forts; the boats left the shore by eleven o'clock, and had just got round the point of De Ano, when a considerable body of French dragoons appeared on the hill, and took post near the smoking ruins of the magazine. I am sorry to say, Captain Daly, and Lieutenant Read of the marines are much scorched, particularly Lieutenant Read, in setting fire to the last train, but am happy to find that his eyes are safe, and that he is doing well. Captain Daly speaks in high commendation of the zeal and exertion of every officer and man employed with him.

I have the honour to be, &c.

GEORGE DIGBY.

*Copy of a Letter from the Honourable Captain Dundas, of his Majesty's Ship Euryalus, to Captain Graves, of the Brunswick, and transmitted by Vice-Admiral Sir James Saumarez, to the Hon. W. W. Polk.*

*His Majesty's Ship Euryalus, in the Great Bell, June 12, 1808.*

SIR,

After having seen the convoy clear, I proceeded in company with his majesty's sloop Cruiser, and late yesterday evening discovered several vessels at anchor near the entrance of the Naskon, very close to the shore. We anchored at dark, and I sent Lieutenant Head with the boats of this ship and Cruiser (four in number) to destroy them; and it is with great pleasure I have to inform you, he executed this service with his usual bravery and judgment, by burning two large vessels fitted for the reception of troops, capturing a gun-vessel of the largest dimensions, mounting two eighteen-pounders, and having sixty-four men on board, moored within half pistol-shot of a battery of three eighteen-pounders, and the shore lined with troops. Although the enemy defended themselves well, we had but one man slightly wounded; their loss was great, seven killed and twelve wounded, with many drowned; and they must have suffered on shore by the fire from our boats.

I beg leave to mention the midshipmen employed, Messrs. Wemyse, Ricketts, Yeoman, Richard, and Gaymore of this ship, Moffatt and Loveday of the Cruiser, for their good conduct on this occasion, and who are,

together with the boats' crews, particularly mentioned by Lieutenant Head.

I have the honour to be &c.

G. H. L. DUNDAS.

*Thomas Graves, Esq. Captain of his Majesty's Ship Brunswick.*

George Johnstone, yeoman of the sheets, wounded.

JULY 19.

*Extract of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated Ocean, off Cadiz, June 21, 1808.*

I enclose, to be laid before the lords commissioners of the Admiralty, the copy of a letter which I have received from Captain Campbell, of his majesty's ship the *Unité*, giving an account of his having captured on the 2d ultimo, the Italian brig of war *El Ronco*, of sixteen thirty-two-pounder carronades, with a complement of one hundred men.

I also forward an extract of a letter from Captain Bligh, of the *Pylades*, stating his having captured, on the same day, the French privateer *settee le Grand Napoleon*, pierced for ten guns, but only four mounted, with a complement of thirty-eight men.

*His Majesty's Ship Unité, Cape Promontoro,*

MY LORD, *S.E. 7 or 8 miles, May 2, 1808.*

I have the pleasure to acquaint your lordship of my having captured this morning, at day-break, the Italian brig *El Ronco*, of sixteen thirty-two-pounder brass carronades, (pierced for eighteen) and one hundred men, after receiving several of her broadsides, which cut our sails and rigging a good deal. She had scarcely hauled her colours down, when we observed a frigate and schooner to windward; it being about north and very light; though chase was instantly given, they effected their escape into Pola, when we had got within two gun shot of them.

The alacrity and zeal shewn by my officers and ship's company on this occasion, deserve the greatest praise. *El Ronco* is only two months off the stocks, measures about four hundred tons, extremely well found, and in my opinion, very fit for his majesty's service.

I have the honour to be, &c.

Right Hon. Lord Collingwood, &c.

PAT. CAMPBELL.

*Extract of a Letter from Captain Bligh, of his Majesty's Sloop Pylades, dated at Sea, May 3, 1808, to Vice-Admiral Lord Collingwood*

I have the honour to inform your lordship, that yesterday, his majesty's sloop, under my command, stretching over to Cape Bon, with a fresh breeze from the N. E. at ten A. M. saw a settee coming down before the wind for the purpose of reconnoitring us; when perceiving what we were, immediately hauled her wind on the starboard tack, and after a chase of five hours in the wind's eye, come up with and captured her. She proves to be the *Grand Napoleon* privateer, commanded by Jacques Boniface Morrier, pierced for ten guns, but only four mounted, one of which was thrown overboard during the chase, with a complement of thirty-eight men. She was thirteen days from Marseilles, had taken nothing, nearly new, and equipped for a two months' cruise.

I also had the pleasure to capture, on the 26th ult. *le St. Honore*, a French tartan, from Porto Ticho, in Corsica, bound to Tripoli. She had in seven hundred musket-barrels and locks for ditto.

G. M. BLIGH.

## Naval Court Martial.

**A**T a court martial assembled on board the *Arethusa*, in Port Royal harbour, Jamaica, on the 11th of April, Captain Sir Charles Brisbane, president, for the trial of Lieutenant James Violet, the officers and crew of the *Raposa* brig, for the loss of that vessel on the 15th of February, near Carthage; the court having considered the circumstances attending the loss of his majesty's brig *Raposa*, adjudged the lieutenant, officers, petty officers, and ship's company to be honourably acquitted, and expressed their high opinion of the gallant conduct of Lieutenant Violet, whose sword was presented to him with a very handsome eulogium.

### Promotions and Appointments.

Admiral Thomas Bertie has hoisted his flag on board the *Rosamond*, and proceeded to Gottenburg.

Captain Shield is appointed paying commissioner, afloat, at Portsmouth, in the room of Rear-admiral Hart.

Captain Lewis Shepherd is appointed to the command of the *Brazen*, a new sloop.

Captain Robert Pettit is appointed to the *Briseis*.

Captain Bedford, of the *Ville de Paris*, is appointed to command the *Caledonia*, of 130 guns, just launched at Plymouth.

Captain James Welch is appointed to command the *Racoon*.

Captain E. Bass is appointed to command his majesty's sloop *Gluckstadt*, at Chatham.

Captain Clements is appointed to command his majesty's sloop *Gælan*, *vice* Captain Hoffman.

Hon. Charles Paget is appointed to command his majesty's ship *Leviathan*.

Captain Usher, of the *Bittern*, who brought home the Turkish Envoys, is promoted to the rank of post captain.

Captain David Colby is appointed to command the *Royal Sovereign*; Captain Samuel Warren to command the *Bellerophon*; Captain John Hatley to the *Boadicea*; Captain Hon. Edward Rodney to the *Fylla*; Captain John Pengelly to the *Eyderen*; Captain John McKerlie to the *Diligence*; Captain C. D. Patér to the *Princess Carolina*; Captain W. W. Daniel to the *Jasper*; Captain Wm. Helland to the *Podargus*; and Captain James Stephenson to the *Yarmouth*.

Lieutenants appointed.—Robert Forden to the *Valorous*; R. Roberts to the *Ariel*; Henry D. Byng to the *Centurion*; R. Devonshire to the *Aigle*; R. S. Maw to the *Oberon*; Charles C. Bennett to the *Vanguard*; Robert Lowthian, and W. P. Green to the *Eurydice*; Andrew Hardy to the *Brisk*; Roger Woolcombe to the *Impetueux*; Thomas Wing to the *Sans Parier*; John Hilton to the *Bustard*; C. Collet to the *Sarpen*; Charles D. Castle to the *Orestes*; Thomas Howard to the *Iris*; James Richards to the *Namur*; George Fairless to the *Jamaica*; W. Gilchrist to the *Irresistible*; Thomas Southey to the *Dreadnought*; Robert Pilch to the *Bellerophon*; Joseph N. Taylor to the *Neptune*; John Foote to ditto; Robert Smith to the *Fylla*; William Landey to the *Leviathan*; W. S. Addington to ditto; O. Button, to the *Royal William*; Henry Thomas Shewer to the



Diligence; James Dillon to ditto; Henry Baker to the Bellerophon; John E. Cawkitt to the Stately; John Watherston to the Sampson prison ship; D. McKenzie to the Niobe; G. Senhouse to the Glomen; Joseph N. Taylor to the Spencer; Edward Tobin to the Triumph; J. S. A. Dennis to the Brevdrageren; William Shields to the Glomen; John Lamb to the Leviathan; Charles Wood to the Invincible; R. J. Alleyn to the Endymion; Thomas Furber to the Cherokee; Joseph R. Webb to ditto; Robert C. Beriff to the Racoon; C. Radcliffe to ditto; Wm. Pearse (2) to the Leviathan; Robert Lothian to the Brazen; John McLead to the Hindostan; George Niuis to the Theseus; William Hewitt to the Orestes; George Dougal to the Sarpen; James Anderson (1) to the St. George; Robert Trist to the Egeria; Wm. Cutlibert to the Briseis; D. Harrington to the Raven; W. B. Watts to the Goshawk; R. J. Jenks to the Hero; George Ferguson to the Hyperion; Thomas Pike to the Briseis; Thomas Allen to the Theseus; W. P. Roberts to the Ariel; Henry D. Byng to the Centurion; and Edward Harley to the Gorgon hospital ship.

A list of surgeons and assistant-surgeons appointed and promoted:—Mr. Robert Brien to the Brazen; Mr. George Moon to the Trompeuse; Mr. Rowland Griffiths to the Leviathan; Mr. Henry Lewin to the Rover; Mr. John Gray to the Hippomenes; Mr. Richard Mason to the Osprey; Mr. John McHugh to the Racoon; Mr. Nicholas Churchill to the Maria brig; Mr. Edward Coates to the Quebec; Mr. Richard Harris to the Stately; Mr. David Patterson to the Sampson prison ship, *vice* Hutchinson; Mr. A. C. Hutchinson is appointed to act as surgeon of the division of royal marines at Woolwich; Mr. James Heron to be surgeon of the Podargus.

Assistant-surgeons appointed:—Mr. John Leach Moore to the Invincible; Mr. Samuel Denison to the Clyde; Mr. James E. Anderson to the Salvador del Mundo; Mr. William Dryden to the Hercule; Mr. Henry William Keele to be hospital mate at the Royal Hospital at Haslar; Mr. John Johnstone to be assistant of the Royal William; Mr. William Craig to the Agincourt; Mr. Robert Daly to be an hospital mate at the hospital for prisoners of war at Forlon; Mr. John Cochrane to be assistant-surgeon of the Bodicea; Mr. John Robertson to the Theseus; Mr. Richard Coniby to the Weymouth store-ship; Mr. John Turnbull to the Cracker gun-brig; Mr. Richard Jenkins to the Spencer; Mr. Thomas O'Gara to proceed to the Leeward Islands, and be placed at the disposal of the commander-in-chief; Mr. Thomas Kidd to the Tortoise store-ship; Mr. C. O'Brian to be an hospital mate at Haslar; Mr. Thomas Prower to the Hibernia; Mr. William Dobson to the Alceme; Mr. Charles Reynolds to the Donegal; Mr. A. Campbell to the Steady gun-brig; Mr. Thomas Mitchell to the Daring gun-brig; Mr. David Baird to be an assistant-surgeon, at the disposal of Lord Collingwood; Mr. John Anderson to the Leviathan; and Mr. Donald Kennedy to the Bombay.

A list of midshipmen passed for lieutenants:—Hon. Maurice F. F. Berkeley, Benjamin Dutton, John Hackett, William H. Haswell, Charles J. Cater, George H. Rye, William Jones Prowse, Henry Harris, John W. Smith, Edward B. Watson, Henry R. Rokeby, and Martin Bennet.

#### BIRTHS.

In Upper Grosvenor Street, of a son, Mrs. Barrow, the lady of John Barrow, Esq. second secretary to the Admiralty.

In Nottingham Place, the lady of Sir Edward Hamilton, of the royal navy, of a son.

### MARRIAGES.

J. Moncrief, Esq. advocate, second son of Sir H. Moncrief, Bart. to Miss A. Robertson, daughter of the late Captain G. Robertson, of the royal navy.

At Wisbeach, Lieutenant G. S. Hepburn, of the Hon. East India Company's naval service, to Miss Mary Hutcheson, daughter of the late Mr. Mann Hutcheson.

On the 26th June, at Exeter, by special license, Lieutenant Edward Morris, of the royal navy, nephew of the Right Hon. Lord Frankfort, to Miss Crab, of Darnford Street, Stonehouse.

On the 6th July, at Batheast Church, near Bath, John Campbell Flint, M.D. of Gainsborough, to Miss Dillon, daughter of the late Captain Dillon, of Penryn, Cornwall.

At Winchester, Lieutenant Godfrey, of the Hon. East India Company's marine service, to Miss Mary Francis Silver, eldest daughter of J. A. Silver, Esq. of Winchester.

On the 18th July, at Hackney, Mr. J. Millard, of Cheapside, to Miss E. Brightwell, daughter of the late Captain Brightwell, of the royal navy, of Woodbridge, Essex.

### OBITUARY.

Lately, at Curaçoa, Mr. David Rowan, surgeon, and agent for sick and wounded seamen at that island.

On the 24th June, at Albany, Captain John Croft, of the royal navy.

On the 5th July, at Upton, near Windsor, Rear-admiral Boston, sincerely regretted by a large and extensive circle of friends.

Lately, at Jamaica, Charles Cecil, second son of Sir Cecil Bishop, and lately belonging to the Muros frigate; the ship was wrecked in an attempt to destroy some batteries in the neighbourhood of the Havanna, and this excellent young officer having exerted and exposed himself, in spite of the caution of his friends, was attacked on his arrival at Jamaica with the yellow fever, which soon proved fatal.

On the 3d of September last, Lieutenant G. Simpson, of the Fox frigate, and second son of the Rev. A. Simpson, of Edinburgh. When gallantly leading a boarding party in the late enterprise at Batavia, he received a musket ball in the neck, and instantly expired. He was a young officer of very high merit.

A short time since, in the East Indies, Lieutenant Charles Turner, of his majesty's ship *Belliqueux*, son of Mr. Charles Turner, of Mount Hill House, Rochester, who was stabbed by a person when in the act of boarding an enemy's armed vessel, called a *proa*, by which the service has lost a person of great courage, and an expert navigator. His brother officers were extremely hurt at his loss, particularly his captain (G. Byng, Esq.) with whom he has sailed during the war.

Lately, in the West Indies, Lieutenant Denne, of the royal marines.

At Port Royal, Jamaica, of the yellow fever, Mr. Richard Stevens, commander of his majesty's packet the *Princess Amelia*,

MEMOIR OF THE PUBLIC SERVICES  
OF  
*SIR CHARLES BRISBANE, KNT.*  
CAPTAIN IN THE ROYAL NAVY.

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“ ————— Now, by Heav’n, I feel,  
Beyond all omens, that within my breast,  
Which marshals me to conquest; something here,  
That snatches me beyond all mortal fears;  
Lifts me to where, upon her jasper throne,  
Sits flame-rob’d Victory, who calls me son,  
And crowns me with a palm, whose deathless green  
Shall bloom when Cæsar’s fades.” MASON.

**I**N presenting the public with a memoir of the public services of Sir Charles Brisbane, the gallant captor of the island of Curaçoa, we perform a very grateful duty. The “plain unvarnished tale” will, in various instances, furnish substantial proofs of the superiority of British seamen to those of any other nation in the world.

Sir Charles is the fourth but eldest surviving son of the late John Brisbane, Esq. admiral of the red squadron.—He is descended from a very ancient family, who were settled at Bishop-ton, in the shire of Renfrew, in Scotland, as far back as the reign of King Robert II.

Of the professional life of the late Admiral Brisbane, before we proceed with our main subject, we shall relate a few particulars.

With that gentleman’s earlier services we are unacquainted. On the 5th of August, 1757, he obtained a lieutenant’s commission; and, according to Charnock,\* without passing through the intermediate rank of commander, was made post, on the 24th of September, 1761. For a short time he commanded the *Nightingale*, a 20-gun ship, on the American station; and was then promoted to the *Echo* frigate, in which he sailed to the West Indies, where he remained till the conclusion of the war.

In the year 1769, Captain Brisbane was appointed to the *Cerberus* frigate, of 28 guns. She was first employed in the West Indies; and, had the expected rupture with Spain taken place, she was next intended for the home station. The difference,

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\* *Vide BIOGRAPHIA NAVALIS, Vol. VI. page 447.*



however, was accommodated, and Captain Brisbane soon afterwards quitted his command.

The contest with the North American colonies had not long been commenced, when he was appointed to the *Flora*, of 32 guns. In 1776, he was ordered to America, with a convoy, and was employed there on a variety of desultory services. The most material of those was the recapture of the *Fox* frigate, Captain Fotheringham, which had been taken on the banks of Newfoundland, by the *Hancock* and *Boston*, American frigates, in July, 1777. On the 18th of the succeeding month, these frigates, with their prize, being seen off the coast of Nova Scotia, were chased by the *Rainbow*, Captain Sir George Collier, and by Captain Brisbane's ship, the *Flora*. They separated, and steered different courses; but, after a pursuit of thirty-nine hours, and firing a few guns, the *Hancock* struck to the *Rainbow*. The *Boston* effected her escape; but, during the chase, the *Flora* came in sight, and retook the *Fox*. While in pursuit, the master of the *Flora* represented, in modest terms, "that, if Captain Brisbane continued the chase much longer, he would be off his station." To this the captain very spiritedly replied, "that such a consideration was totally out of the question when he was in pursuit of an enemy; that the chase might run to the West Indies, or to the d—l, if he chose it; but that he would follow him as long as he could carry an inch of canvass."

In the summer of the year 1778, Captain Brisbane was stationed at Rhode Island, as senior, or commanding officer of a small squadron, consisting of five frigates, two sloops of war, and some gallies. The object of the squadron was to protect that post, and to distress the commerce of the enemy, by occasionally cruising off the neighbouring coast. On the 28th of July, the French fleet, consisting of twelve ships of the line, and four frigates, commanded by the Count D'Estaing, made its appearance off Rhode Island; and, after several previous indications of attack, in less force, entered the harbour on the 8th of August. In consequence of this sudden event, the officers of Captain Brisbane's squadron, which was then lying in the harbour, were reduced to the distressing necessity of burning or sinking their ships, to prevent them from falling into the hands of the enemy. On this

occasion Captain Brisbane exerted himself in an extraordinary manner; and, by a prompt execution of his orders, the following ships were completely destroyed :—

## SUNK.

| <i>Ships.</i> | <i>Guns.</i> | <i>Commanders.</i>     |
|---------------|--------------|------------------------|
| Flora.....    | 32           | Captain John Brisbane. |
| Falcon .....  | 14           | ——— Henry Harwood.     |

## BURNT.

|                |    |                         |
|----------------|----|-------------------------|
| Orpheus .....  | 32 | Captain Charles Hudson. |
| Lark .....     | 32 | ——— R. Smith.           |
| Juno .....     | 32 | ——— Hugh Dalrymple.     |
| Cerberus ..... | 32 | ——— John Symonds.       |

Having been thus unfortunately deprived of his command, Captain Brisbane returned to England, and was appointed to the *Alcide*, a new ship, of 74 guns; in which, in the month of December, 1779, he sailed with Sir George Rodney to Gibraltar, but was not materially, if at all, engaged in the action with the Spanish squadron.

Captain Brisbane next proceeded to the West Indies, and thence to America; after which, he was sent home by Sir George Rodney, with the information of that officer's arrival on the American station, with the West India detachment. He reached England in the month of December, and then quitted the command of the *Alcide*.

In the ensuing year, he was appointed to the *Hercules*, another 74-gun ship; but, in consequence of his health having been considerably impaired, in the course of his former service, he found himself under the necessity of resigning his command, in the month of December following.

On the 21st of September, 1790, he was promoted to the rank of rear-admiral of the blue squadron; but, we believe, never enjoyed the satisfaction of hoisting his flag.—Having passed through the intermediate gradations of rank, he died admiral of the red squadron, on the 10th of December, 1807.

At the close of the year 1779, or very early in 1780, young Brisbane, the immediate subject of this memoir, entered the naval service, in the *Alcide*, under the auspices of his father. He was then only in his tenth year. The *Alcide*, as we have already stated, sailed from England to Gibraltar, and thence to the West

Indies. Previously to that ship's return to Europe, Captain Brisbane had obtained the removal of his son into the *Hercules*, of 74 guns, commanded by Captain (the present Admiral) Savage. In the *Hercules*, Mr. Brisbane may be said to have commenced his career of active service. In that ship he had the honour of sharing the laurels of the glorious 12th of April, 1782, under the immortal Rodney.\* Nor were his youthful laurels unstained with blood; for, during the engagement, he received a severe wound in the back, and was under the necessity of being taken below. Such was his ardour, however, that, when his wound had been dressed, he returned to his post; and, so highly pleased was Captain Savage with his behaviour, that, at a subsequent period, he furnished him with a certificate, which was the means of his obtaining a lieutenant's commission, at an earlier period than it would otherwise have been granted.

The effects of Mr. Brisbane's wound were extremely serious, as it kept him in a crippled state, bent almost double, for nine months.

In 1784, he served a short time in the *Thorn*, Captain Lechmere; and, from that ship, he was removed into the *Druid*, in which he remained three years and a half, under the respective captains, Macbride, Byron, and Ellison.†

\* *Vide NAVAL CHRONICLE*, Vol. I. page 389, *et seq.*

† It was in July, 1783, that Captain Macbride was appointed to the *Druid*, and he continued to command her till the latter end of 1784, or the beginning of 1785. The *Druid* was then chiefly employed in cruising in the Irish Channel. (a) Captain Byron succeeded Captain Macbride; but he enjoyed the command of the *Druid* only a very short time; as, in February, 1785, he left her, on account of ill health, and Captain Ellison obtained the appointment. By referring to our memoir of the last-mentioned officer, (b) it will be seen that his first cruise in the *Druid* was with Admiral Vandeput, to the Baltic, in May, 1785, for the purpose of convoying the present Duke of Kent to Start; and that he was afterwards employed on the western station, between the Start Point and the Lizard, for the purpose of intercepting smugglers. Mr. Brisbane, whose activity and spirit were always conspicuous, was consequently engaged in many boat enterprises, for the seizure of smugglers, which at that time swarmed upon the coast.

(a) *Vide NAVAL CHRONICLE*, Vol. XIX. page 271.

(b) Vol. XIX. page 14.



At the time of the Dutch armament, in 1787, Mr. Brisbane went round to Spithead in the *Powerful*, Captain Sutherland. He returned thence to Plymouth, and then came to London, with the view of passing for lieutenant; but, not succeeding in his object, he immediately sailed to Halifax in the *Adamant*, which bore the flag of Sir Richard Hughes; and from that officer he received an acting order for the *Weasel*. On returning to England, however, his commission was not confirmed, and he found himself obliged to embark in the *Colossus*, which was at that time commanded by Captain (afterwards Admiral Sir H. C.) Christian.

In the Spanish armament of 1790, Mr. Brisbane was removed into the *Brunswick*, a new ship, to which Sir Hyde Parker had just been appointed.

A promotion of lieutenants took place towards the latter end of this year; and Mr. Brisbane, in consequence of Captain Savage's certificate respecting his behaviour in Lord Rodney's action, which we have already mentioned, had at length the satisfaction of obtaining a commission.

At the time of the Russian armament, in 1791, he was appointed to the *Spitfire* fire-ship, commanded by Captain Freemantle, in which he remained till she was paid off.

In 1793, Lieutenant Brisbane proceeded to the Mediterranean, with Captain Tyler, in the *Meleager* frigate. On that station, from the commencement of the attack upon Toulon, to the period of its evacuation, and, subsequently, during the whole of the proceedings at Corsica, he was very actively employed in various sea and shore services.\* To notice the whole of these, would carry us beyond our limits; but it would be an act of injustice to the gallant officer whose professional course we are describing, not to specify some of the more prominent.

At midnight, on the 27th of August, when Captain Elphinstone had been authorised by Lord Hood to take the command at Fort la Malgue, Lieutenant Brisbane assisted at the disembarkation of

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\* Ample details, relating to the attack, surrender, and evacuation of Toulon, will be found in our memoir of Lord Hood, and in subsequent parts of the second volume of the *NAVAL CHRONICLE*. *Vide* pages, 25, 102, 102, and 288.

the troops, preparatory to that arrangement; and, in the succeeding month, when it was found necessary to erect a battery upon the *Hauteur de Grasse*, for the better protection of the outer road and naval hospital, it was owing, in part, to his active zeal and great exertion that three twenty-four pounders were expeditiously dragged up a very steep ascent.

Lieutenant Brisbane's conduct in these services, and in others of a similar nature, attracted the notice of his superior officers, and he was removed from the *Meleager* into the *Britannia*, the flagship of Lord Hotham. He had not been in the latter ship many days, before Lord Hood came on board; and we have some reason to believe, that the chief object of his lordship's visit was to satisfy himself with respect to the merits of Lieutenant Brisbane; as, shortly afterwards, he appointed him to the command of Fort Pomet, one of the most dangerous out-posts in the neighbourhood of Toulon, about five miles from the city.

This was an appointment extremely suitable to a display of his talents.—He assisted in repulsing the French at Fort Mulgrave, in November; and, after several other skirmishes on the heights of Pharon, he remained at Fort Pomet, till it was found necessary to destroy the enemy's ships, and to evacuate the town and harbour of Toulon. He was then ordered to make the best retreat in his power from the fort; but, although the French troops were pouring down in considerable force, and were within the distance of two musket shots, he stopped to set fire to a train, which communicated with five hundred barrels of gunpowder. The explosion blew the fort to atoms; and, from the situation of himself and his men, it was supposed, at a distance, that they had all perished. Amidst his ardour, however, Lieutenant Brisbane's judgment had not forsaken him. Himself and his men were safe; and, after surmounting many difficulties and dangers, they effected their retreat without loss.

Early in 1794, after the evacuation of Toulon, Lieutenant Brisbane proceeded to Corsica; and, with a hundred men belonging to the *Britannia*, under his command, landed at St. Fiorenzo. A number of troops, commanded by Lieutenant-general Dundas, also effected a landing; and, on the night of the 17th of February,

as we have stated in our memoir of Lord Hood,\* the heights of Fornelli were vigorously attacked and carried by assault.† At the storming of Conventional Hill (one of these heights), Lieutenant Brisbane was very actively engaged; he was also present at the capture of two fine French frigates, *la Minerve* and *la Fortunée*, of 40 guns each, which were lying off the town.‡

The enemy, having been driven into the town of St. Fiorenzo, were expelled from that also on the 19th, and they then continued their retreat towards Bastia.

During the siege of that place, which was soon afterwards commenced, Lieutenant Brisbane had the honour of serving under Lord Nelson, who commanded a brigade of seamen on shore, at the batteries, and of sharing in the extensive variety of services in which his lordship was at that period engaged.§ There was

\* See Vol. II. page 39.

† The following remarkable instance of the intrepidity and perseverance of British seamen, occurred at the attack of Fornelli. It was perceived that a rocky elevation, which was deemed inaccessible near the summit, commanded the strong tower of Fornelli. Desperate as the attempt was, a party of seamen volunteered their service to gain the top of this hill, the approach to which is in many places almost perpendicular. By means of blocks and ropes they succeeded in dragging three cannon, of the calibre of 18-pounders, with their carriages, up this craggy steep, where the pieces were mounted, at the distance of a full mile from the sea. The path along which these spirited fellows crept, would admit, in most places, only one person at a time; on the right was a descent of many thousand feet; and one false step would have led to eternity. On the left of the path were stupendous overhanging rocks, which occasionally served to fix a tackle on, for the conveyance of the guns. When these guns were directed against the tower, the enemy were filled with astonishment, and to a constant and well-directed fire kept up from the height, the early surrender of this strong hold is to be attributed.

‡ It was found expedient to sink these ships. *La Minerve* was afterwards weighed up by the English, and called the *St. Fiorenzo*; but *la Fortunée* was totally lost.

§ Lord Hood, in his official letter, announcing the surrender of Bastia, speaks very highly of the merit of Lieutenant Brisbane. "The lieutenants Gore, Hotham, Stiles, Andrews, and Brisbane," says his lordship, "have an ample claim to my gratitude; as the seamen under their management worked the guns with great judgment and alacrity; never was a higher spirit or greater perseverance exhibited; and I am happy to say, that no other contention was at any time known than who should be most forward and indefatigable in promoting his majesty's service: for although the diffi-



even a similarity in his fate; for, having been entrusted by Lord Nelson with the command of a small battery, he was dangerously wounded in the head while at his gun; a circumstance which reduced him to the mortifying necessity of being taken on board the *Alcide*, one of the ships then lying off the town. Several pieces of iron were extracted from the wound, which had been occasioned by the collision of one of the enemy's shot with Lieutenant Brisbane's gun. A cure was effected; but his left eye sustained nearly a total deprivation of sight.

After remaining six weeks on board the *Alcide* for his recovery, Mr. Brisbane rejoined Lord Hotham on board the *Britannia*, off Toulon.

Five French line-of-battle ships having soon afterwards assembled in the outer harbour, he proposed a plan to Lord Hood to burn them. His lordship accepted the offer; and the command of the *Tarleton*, which had been fitted up as a fire-ship expressly for the occasion, was given to Lieutenant Brisbane. On the evening when the attempt was intended to be made, the enemy's fleet came out; and, Lord Hotham finding it necessary to retire, the measure was abandoned. Lord Hood, however, entertained so high an opinion of the merit and practicability of the plan, that he rewarded its projector by advancing him to the rank of commander, in the same ship to which he had given him a temporary appointment.

The French squadron having effected its escape into Gourjean Bay, Captain Brisbane was for some time employed in blockading it there, under Lord Hotham; after which, he was entrusted with

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culties they had to struggle with were many and various, the perfect harmony and good humour that universally prevailed throughout the siege, overcame them all."

Lord Hood also returned his "best thanks" to Captain Nelson, and to all the officers and seamen employed in the reduction of Bastia, "for the indefatigable zeal and exertions," said his lordship, "they have so cheerfully manifested, in the discharge of the very laborious duties committed to them, notwithstanding the various difficulties and disadvantages they have had to struggle with; which could not have been surmounted but by the uncommon spirit and cordial unanimity that had been so conspicuously displayed, and which must give a stamp of reputation to their characters not to be effaced, and will be remembered with gratitude by the commander in chief to the end of his life."

the command of a small squadron, to protect the trade between Bastia and Leghorn. In the prosecution of this service he made several small prizes.

Captain Brisbane, while commanding the *Tarleton*, was present at Lord Hotham's action with the French fleet, on the 14th of March, 1795; \* but was soon afterwards removed into the *Mozelle*, a much preferable ship.

On the arrival of Lord St. Vincent in the Mediterranean, in the autumn of 1795, Captain Brisbane was ordered to Gibraltar; and, after being there some time, was sent to Barbadoes, by Admiral Man, to convoy two troop-ships. On his passage thither, he fell in with a Dutch squadron; and, conceiving it to be of more importance to watch their motions, than to proceed on his original destination, he sent the troop-ships forward, and followed the enemy, acting upon his own responsibility, till he found that they were going to the Cape of Good Hope. He then crowded sail; and, reaching the Cape, gave the requisite information to Lord Keith, the commander-in-chief on that station; in consequence of which, on the 18th of August, 1796, the whole Dutch squadron, consisting of three ships of the line, two frigates, and four other vessels, were captured in Saldanha Bay. †

The perseverance of Captain Brisbane, upon this occasion, was entitled to much praise. From leaving Gibraltar, till his arrival at the Cape, five months or upwards had elapsed; and during a great part of that time he and his crew were on short allowance of both water and provisions: for a considerable period, indeed, they had only a pint of water a man per day; and must have been reduced to much less, had they not obtained a supply of rain-water on the line.

Captain Brisbane was present at the capture of the Dutch squadron; and, for his extraordinary exertion in conveying the important information of their approach, Lord Keith was pleased to advance him to the rank of post, in the Dutch admiral's ship, the *Dortrecht*, of 66 guns. Earl St. Vincent also sent him out a

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\* The particulars of this action are given in the ninth volume of the *NAVAL CHRONICLE*, page 352, *et seq.*

† *Vide NAVAL CHRONICLE*, Vol. X. p. 9, *et seq.*

post captain's commission for the *Nemesis*,\* from which he takes his seniority; and he had likewise the satisfaction of receiving the thanks of the Admiralty, for the part which he had taken in the capture.

Captain Aylmer, of the *Tremendous*, having been sent to England with the despatches relating to this successful event, Admiral Pringle applied for Captain Brisbane to succeed him; and when that officer assumed the chief command on the Cape station, as the successor of Lord Keith, he removed him into the *P'Oiseau* frigate, of 36 guns, and sent him to the Rio de la Plata to cruise.

While thus occupied, Captain Brisbane fell in with two large Spanish frigates, of 38 guns each, one of them bearing a commodore's broad pendant. A severe engagement ensued; but, notwithstanding the extraordinary disparity of force, the *P'Oiseau* had the good fortune to beat both her opponents off. It should not pass unnoticed, that, while the *P'Oiseau* had only 36 twelve-pounders, each of the Spanish frigates had 38 eighteen-pounders.

By this unequal conflict, the *P'Oiseau* was so much disabled, as to be under the necessity of returning to the Cape for repairs.

Captain Brisbane was then removed into the *Dortrecht*, and sent to St. Helena with a convoy. While there, his fortitude and presence of mind were put to a severe test. The news of the general mutiny of 1797 having reached that island, the crew of the *Dortrecht*, inspired by the same baleful spirit which had diffused itself throughout the royal navy, rose upon their officers, and menaced them with general destruction. The utmost promptitude and vigour became necessary; and, seizing one of the ring-leaders, Captain Brisbane placed a halter about his neck, and, apparently, was proceeding to immediate execution. His object, however, being only to inspire terror, and to convince the crew that he was not to be intimidated, he relaxed from the threatened infliction of justice; but, while the cord was yet round the culprit's neck, he solemnly declared to him, that, if he ever again ventured to open his mouth against his king or country, or in disobedience to the commands of his officers, the yard-arm should inevitably be his portion.

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\* Dated July 22, 1796.



This imperative proceeding, on the part of Captain Brisbane, shook the guilty resolutions of the mutineers ; and, by a continued firmness, they were happily reduced to a sense of their duty.

The mutiny having also broken out at the Cape, Admiral Pringle sent a 20-gun ship down to St. Helena, expressly to request the return of Captain Brisbane, that he might take the command of the *Tremendous* ; the crew of that ship having risen upon their officers, and turned their captain on shore.\*

Captain Brisbane immediately complied with the wishes of his commander-in-chief. Remaining with Admiral Pringle, in the *Tremendous*, till the recall of that officer in 1798, he then returned to England with him in the *Crescent*.

During the period that Earl Spencer presided at the Admiralty,

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\* It was on board the *Tremendous* that the mutiny first made its appearance at the Cape of Good Hope. The crew, charging Captain Stephens, her commander, with cruelty and misconduct, at first threatened to bring him to a court-martial, composed of members chosen from amongst the mutinous delegates. Captain Stephens, feeling this as an imputation upon his honour and character as an officer, afterwards requested a court-martial upon his conduct, which was accordingly held on board the *Sceptre*, in Table Bay, and he was honourably acquitted.

For a time, the mutineers, having obtained a pardon, returned to their duty ; but the flame having been only smothered, not extinguished, it burst forth again with redoubled violence, extending to the *Sceptre*, and to some other ships. A council was immediately held on shore, wherein it was wisely determined by Lord Macartney, the governor, Admiral Pringle, and General Dundas, to use force, and the most decisive measures, for quelling it, and bringing the ringleaders to punishment : all the batteries were instantly manned, and upwards of 100 pieces of cannon were loaded and pointed at the *Tremendous*, the admiral's ship, on board which the mutiny was at the greatest height : the furnaces were heated, and red hot balls were prepared to fire on her as she lay at anchor off the Amsterdam battery, if the mutineers should refuse to deliver up the delegates, with the ringleaders, and not return to obedience. A proclamation was issued at seven o'clock in the morning, and only two hours were allowed for the mutineers to deliberate whether they would accept the terms offered. Ten minutes before the expiration of the time granted, the mutineers finding that it was positively determined to sink the *Tremendous*, in case of refusal, hoisted the flag of submission on board that ship, which was immediately followed by all the others. The delegates were given up, many of them were executed, others were severely flogged, and good order and discipline were once more restored on board the fleet.

Captain Brisbane was, for a short time, upon half-pay; but, when Lord St. Vincent, who was well versed in the art of selecting able and spirited officers, took the helm, he was appointed to the *Doris* frigate, of 38 guns. In that ship, under the orders of Admiral Cornwallis, he was invested with the command of a squadron of frigates, to watch the motions of the French fleet in Brest harbour.

Zealous for the honour of the service, and anxious to perform some act that might add to his professional fame, Captain Brisbane, while thus employed, took an opportunity of entering the harbour, and of rowing round the enemy's fleet, to ascertain whether its destruction might be practicable. Conceiving it to be so, with that fertility of expedient by which he has always been distinguished, he formed a plan for burning the ships in the harbour. This plan he proposed to Admiral Cornwallis, by whom it was accepted; but, in consequence of some difficulties which arose, in the appointment of officers for carrying it into effect, the attempt was not made. It is deserving of remark, that this was the second disappointment, of a similar nature, which Captain Brisbane had sustained.

The gallant exploit of cutting the French national ship *la Chevrete* out of Camaret Bay, with the boats of the *Doris*, *Beaulieu*, and *Uranie*, in July 1801,\* is yet fresh in the recollection of the public; but it is here very proper to state, that the plan of that enterprise, and the orders for its execution, emanated solely from Captain Brisbane. Admiral Cornwallis, who liberally complimented him on the "zeal and enterprise" which he had shewn, while on the Brest station, justly observed, that the daring exploit of cutting out *la Chevrete* appeared to him to stand as high, in point of credit to his majesty's arms, and of glory to those brave officers and men who achieved it, as any of the kind ever performed.†

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\* *Vide* NAVAL CHRONICLE, Vol. VI. pages 61, 73, and 74.

† The credit due to the accomplishment of this almost unprecedented enterprise was, for a considerable time, given to Lieutenant Losack, who had been sent from the admiral's ship to conduct the boats; but "Lieutenant Maxwell, of the *Beaulieu* frigate, was the officer who in *fact* commanded the intrepid party that cut *la Chevrete* out of Camaret Bay. This fact, in consequence of those circumstances, was not at first communicated to Admiral Cornwallis, but as soon as it was made known to him, he ordered

The peace of Amiens having rendered Captain Brisbane's services in the Channel no longer necessary, he went round to Spithead, where he was appointed to the *Trent*, of 36 guns, and ordered to the West Indies. While there, he was removed, first into the *Sans Pareil*, of 80 guns, and afterwards into the *Goliath*, of 74.

At the commencement of the present war, while watching the operations of the French in the West Indies, Captain Brisbane captured *la Mignonne*, a remarkably fine fast-sailing corvette, of 16 guns and 80 men, under the batteries of St. Domingo.\* On the same evening, one of his boats took a small French schooner, laden with sugar, and having 3,476 dollars on board.

Some time afterwards, the *Goliath* returned to England with a convoy. On her passage, she was overtaken by a violent hurricane, which threatened the whole convoy with destruction. The *Calypso* sloop of war, and one of the merchantmen, sunk, and the *Goliath* was in imminent danger of suffering the same fate. In addition to these misfortunes, twenty-one sail of the convoy were dismasted, and the total loss of many of them was apprehended;

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a court of inquiry to be held on board the *Mars*, on the 9th of August, 1801, to investigate the affair. The result of the investigation fully satisfied the gallant admiral that the chief merit of the achievement was due to Lieutenant Maxwell; who shortly afterwards received a very flattering letter from him, enclosing a commission as master and commander, which Lord St. Vincent had transmitted in the most handsome manner, and in a way peculiar to himself, as a reward for his distinguished bravery." (a) —Lieutenant Losack, so far from being entitled to the credit of the capture of *la Chevette*, was not even present at the time when she was boarded. He had gone, with a part of the force, in chase of a boat from the shore; and, not returning within the expected time, Lieutenant Maxwell found himself under the necessity of taking the command, and leading the boats into the harbour; otherwise the attempt must have been deferred, with much less probability of success. When Mr. Losack returned, the *Chevette* had not only been boarded, but the engagement had lasted upwards of two hours; the ship had been drifted out of the harbour, quite clear of the batteries; and, having been twice threatened that they should receive no quarter if they continued to fire from below, the men had surrendered themselves prisoners of war.

\* On the 28th of June, 1803.—*Vide NAVAL CHRONICLE*, Vol. X. p. 334.

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(a) *Vide* an "Authentic Narrative of the cutting out of the French national Ship *la Chevette*, &c." in the VIIth volume of the *NAVAL CHRONICLE*, page 519, & seq. In the same volume, page 216, are given some anecdotes relating to that achievement.



but, by the most assiduous attention, on the part of Captain Brisbane, he had the satisfaction of bringing them all safe to port.

Remaining in the *Goliath*, Captain Brisbane fitted that ship out, after her return to England, and went off Rochefort, to watch the motions of a first rate line-of-battle ship, which was then lying in that harbour. Having rowed round, and reconnoitred the enemy, he pledged himself to Captain Durham, who was sharing with him the service of the blockade, that if he would let him have two hundred and fifty of his men, to join with two hundred and fifty of his own from the *Goliath*, he would board the Frenchman, and bring him out. Captain Durham, however, did not feel himself authorised to take such a step without orders; and, consequently, Captain Brisbane was unable to carry his plan into effect.

While on the Rochefort station, the *Goliath* was again in imminent danger of being lost. Suddenly taken by a violent gale in the night, she was driven within two leagues of the rocks, where she was under the necessity of coming to an anchor, with all sails standing. In the morning, so extremely perilous was her situation, that, to prevent her from being dashed to pieces amongst the rocks, Captain Brisbane found himself reduced to the hazardous alternative, of cutting her cables, and running into an enemy's port. Fortunately he effected this in safety, and brought her to an anchor just out of the reach of the batteries of the *Pertuis d'Antioche*.\*

Another disaster which befell Captain Brisbane, while in the command of the *Goliath*, was that of fracturing two of his ribs, and dislocating his arm. This accident was occasioned by the breaking of the man-rope, just as he was stepping over the ship's side.

In the spring of 1805, Captain Brisbane was appointed to the *Arethusa*, of 38 guns; and, having fitted her out, at the latter end of the year he proceeded in her to the West Indies, with a convoy.

On their passage thither, the convoy fell in with a French squadron, of five sail of the line and three frigates, by which they were nearly surrounded, and every one expected to be taken. By the judicious arrangements of Captain Brisbane, however, in

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\* The *Pertuis d'Antioche* is a strait, or narrow part of the sea, between the Isle of Ré and the Isle of Oleron.

the prompt and active display of signals, and in other exertions, they were all rescued from the impending danger, and carried safely to Barbadoes, their destined port.

His exertions, however, in protecting the convoy, were not the only part of his conduct which was deserving of praise. It was on the morning of December the 16th, that the French squadron was first discovered; and, at night, when the enemy had left off chasing, Captain Brisbane despatched the Wasp sloop to Rochefort, Ferrol, Cadiz, and Gibraltar, to give the requisite information to the commanders on those stations. He also ordered the Boadicea frigate to keep sight of the enemy; and, in the event of falling in with any men of war, to send them immediately to Admiral Cornwallis. Shortly afterwards, falling in with the Active frigate, Captain Brisbane sent her also to watch the motions of the enemy, and despatched the Boadicea directly to Admiral Cornwallis.\*

From Barbadoes, the Arethusa proceeded to Jamaica, and was afterwards employed in cruising off the Havanna, where, at different times, she made prize of several trading vessels.†

On this station, an accident happened to the Arethusa, which, had it not been for the greatest exertions on the part of her officers and crew, would in all probability have proved fatal. Early in the year 1806, she, by some means, ran on shore among the Colorados;‡ and it was not until after twelve hours of severe and unremitting labour, in the course of which all her guns were obliged to be thrown overboard, that she was got off, and cleared from danger.

A circumstance occurred immediately after this accident, which

\* Some interesting particulars of the Arethusa's passage to Barbadoes, are given in the XVth volume of the NAVAL CHRONICLE, page 302, in an extract of a letter from an officer on board that frigate.

† A letter from another officer belonging to the Arethusa, dated at sea, April 9, 1806, and inserted in the XVth volume of the NAVAL CHRONICLE, page 412, states that they had taken ten prizes in the course of nine weeks.

‡ The Colorados are a numerous cluster of small islands, or rocks, near the north-west coast of the island of Cuba.—The reason of the Arethusa's getting on shore amongst them has never, we believe, been satisfactorily ascertained. While some are disposed to impute blame to the officer of the watch, at the time when the accident happened, others contend, that, as the currents are very variable in those seas, the ship might have been carried nearer to the land by them than was expected, and that the accident might have befallen the most careful officer.

served to place the dauntless bravery of the *Arethusa's* crew in the most conspicuous light. In working up to the Havanna, she fell in with a Spanish line-of-battle ship, an object at all times of greatly superior force to a frigate : confident in his men, however, although without a gun, Captain Brisbane immediately turned the ship's company up ; told them, that it was his determination to lay the enemy on board ; and that, in the attempt to carry her, they should be led by their officers. Three cheers, from every man upon deck, was all the answer that these brave fellows gave to their captain. All possible sail was then made by the *Arethusa*, but, unfortunately, the enemy stood for the Moro Castle, and it was found impracticable to reach her, before she had got under the guns of that fort.\*

Captain Brisbane, disappointed in his intention of boarding the Spaniard, returned to Jamaica, to get fresh guns on board, and to refit ; after which, he was ordered again to cruise off the Havanna, and to blockade the line-of-battle ship which had effected her escape into that port.

Soon after he had resumed his station, a bad fever broke out in the *Arethusa* ; in consequence of which he was obliged to make for Bermuda, to recover the health of his men. However, before that desirable object had been effected, Captain Brisbane learned, that a French squadron was in those seas ; and, imparting his intention to Captain Lydiard, of the *Anson*, he immediately sailed with him in the pursuit of the enemy. They had not the luck to fall in with them ; but the whole squadron was soon afterwards either taken or destroyed by Sir J. T. Duckworth, off St. Domingo.†

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\* The Moro Castle is situate on the eastern side of the entrance into the Havanna. It is built in the form of a triangle, fortified with bastions and mounted with 40 pieces of cannon, almost level with the water. On the opposite side of the channel lies another strong fort, called the Puñtal, joining to the town, which is situate to the westward of the entrance of the harbour, and is surrounded by ramparts, bastions, and ditches.

Besides these fortifications, there are many other forts and platforms, all of them furnished with artillery, even to profusion.

A view of the Havanna, from a drawing by Mr. Pocock, with a descriptive account of that town and harbour, is given in the XVIIIth volume of the *NAVAL CHRONICLE*, page 392.

† *Vide* *NAVAL CHRONICLE*, Vol. XV. pages 242, 254, 386, and 450 ; Vol. XVI. page 189 ; and Vol. XVIII. page 18.



Resuming his station off the Havanna, with the Anson under his orders, Captain Brisbane was not long without an opportunity of increasing the fame which he had already acquired. At day-break, on the morning of the 23d of August, 1806, he discovered a sail, which afterwards proved to be the Pomona, a Spanish frigate, of 38 guns, from Vera Cruz. When Captain Brisbane first perceived her, she was within two miles of the Moro Castle, standing for the Havanna, under a press of sail. He immediately made the signal to Captain Lydiard, of his design to lay the enemy on board, as soon as he should come up with her; but, aware of his intention, the Pomona bore up, having been joined by twelve gun-boats from the Havanna, and anchored within pistol-shot of a castle which mounted sixteen thirty-six pounders, in three fathoms and a half water. Not deterred by the formidable line of defence which was thus presented, Captain Brisbane, supported by the Anson on his larboard bow, anchored the Arethusa close alongside the Pomona, in only one foot more water than she drew. The action immediately became general, and, in thirty-five minutes, the Pomona struck her colours; three of the gun-boats having been blown up, six sunk, and three driven on shore on the breakers. Notwithstanding the severe fire from the castle, the prize was instantly taken possession of. The castle, by firing red-hot shot, set fire to the Arethusa; but the flames were speedily extinguished; and the castle itself, in which a quantity of specie, belonging to the King of Spain, had been landed from the Pomona, soon afterwards fell by a terrific explosion.

In the course of the action, Captain Brisbane was wounded in the knee; but, though he suffered excruciating pain, he refused to quit the deck, till victory had decisively proclaimed herself in favour of the British flag.—The total loss of the Arethusa upon this occasion, amounted to two killed, and thirty-two wounded. Vice-admiral Dacres, in his official letter to the Admiralty, announcing the capture of the Pomona, justly observed, that “the success attending this bold enterprise, Captain Brisbane was well entitled to, for the promptness and decision with which he anchored in such shoal water, to attack a force of such magnitude.”\*

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\* The official details respecting the capture of the Pomona, are given in the XVIIIth volume of the NAVAL CHRONICLE, pages 503 and 504.

The *Pomona* having been completely secured, Captain Brisbane took her in tow, and carried her into Jamaica; after which he was despatched, by the commander-in-chief, with a squadron of frigates, consisting of the *Arethusa*, *Latona*, *Anson*, and *Fisgard*, to reconnoitre the island of Curaçoa, and to ascertain, if possible, whether the inhabitants were disposed towards an alliance with this country.

It was on the 1st of January, 1807, that this little squadron arrived off Curaçoa. No orders whatever had been given to attack the island; but, having perfectly ascertained the situation of the place, Captain Brisbane formed a plan for carrying it by a *coup de main*; and, imparting his intention to the respective captains under him, with a zeal for the service, which would have done honour to the character of a Nelson, taking the sole responsibility of the act upon himself, he led his squadron into the harbour, in close order of battle, passing the formidable line of sea batteries, by which its entrance was protected, and came to an anchor. It is well deserving of remark, that, previously to this, and unknown to their officers, the men, participating in the spirit of their gallant leader, had arranged themselves for attack; and, when beat to quarters, they were found with the words, "*Victory or Death*," chalked upon their caps! As an additional stimulus, Captain Brisbane instantly put on his dress uniform, and proceeded as we have already stated.—"The harbour," as Captain Brisbane describes it, in his official letter,\* "was defended by regular fortifications, of two tier of guns, Fort Amsterdam alone consisting of sixty-six pieces of cannon; the entrance only fifty yards wide, athwart which was the Dutch frigate *Hatslar*, of 36 guns, and *Surinam*, of 22, with two large schooners of war, one commanded by a Dutch commodore; a chain of forts was on Misleburg commanding height; and that almost impregnable fortress, Fort Republique, within the distance of grape shot, enfilading the whole harbour."

The enemy, as we have observed in our Memoir of Captain Lydiard, were panic-struck at such unexpected gallantry, and all

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\* *Vide NAVAL CHRONICLE*, Vol. XVII. page 163.

was confusion.\* The pacific notification of Captain Brisbane—that the British squadron was there to protect, not to conquer; to preserve to the inhabitants their lives, liberty, and property—not being attended to, a severe and destructive cannonade commenced; the frigate, sloop, and schooners were carried by boarding; and the lower forts, and the citadel and town of Amsterdam, were taken by storm. All this was accomplished in only three quarters of an hour. In the progress of this service, Captain Brisbane, the hero of the scene, seemed to “ride upon the whirlwind—to direct the storm.” He was the first man who boarded the *Hatslar* frigate, that lay athwart the harbour. He pulled the Dutch colours down with his own hands; and then, followed by about four-and-twenty men, he instantly proceeded to the shore, where he also was the first man, at the storming of Fort Amsterdam, the colours of which he likewise struck with his own hands. The latter achievement will appear the more extraordinary, when it is stated, that the fort was garrisoned by two hundred and seventy-five regular troops—As soon as he had got possession, Captain Brisbane made his way to the governor, and told him, that precisely five minutes were allowed for him to decide upon surrendering. The governor requested half an hour; alleging, that *a shorter time would not save his head in Holland*. Captain Brisbane pulled out his watch, and assented to the time required. At the expiration of the half hour, he entered the council-chamber, where the governor and council were assembled, and inquired whether they had made up their minds to surrender the island and its dependencies to the crown of Britain. The governor immediately presented a paper, containing preliminary articles of capitulation, placing the island in the possession of his majesty; to the whole of which, with one exception,† Captain Brisbane agreed.

By ten o'clock, the British flag was hoisted on Fort Republique; the whole of the island, defended by 1,200 militia, besides

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\* *Vide NAVAL CHRONICLE*, Vol. XIX. page 450.—Some additional particulars, of considerable interest, respecting the capture of Curagon, will also be found in our Memoir of Captain Lydiard.

† “Article VI. All the merchants’ vessels, with their cargoes in the harbour, of whatsoever nation they belong to, shall be in the possession of their proper owners.—Answer—Not granted.”



a considerable number of regular troops, having been reduced, and brought into the quiet possession of the English, by a force not exceeding 800 effective men, in less than four hours.

The splendour of this achievement might well excite the astonishment of the commander-in-chief; who, it is said, had calculated, that no less a force than ten sail of the line, and 10,000 land forces, would be necessary for the capture of the island which had been thus subdued by a mere handful of men.\*

Vice-admiral Dacres, in his official despatches, announcing the event to government, thus handsomely expressed his approbation of the gallant conduct of the captors:—

“Whilst I contemplate the immense strength of the harbour of Amsterdam, and the superior force contained in its different batteries opposed to the entrance of the frigates, I know not how sufficiently to admire the decision of Captain Brisbane in attempting the harbour, and the determined bravery and conduct displayed by himself, the other three captains, and all the officers and men under his command: and is another strong instance of the cool and determined bravery of British seamen.”

Immediately after the capture, Captain Brisbane proceeded to disarm the militia—a most politic measure, considering the very slender state of the British force—and to administer to the inhabitants of the island the oath of allegiance to his Britannic majesty. The Dutch governor having refused to take that oath, Captain Brisbane constituted himself his successor, *pro tempore*, and assumed the functions of government accordingly.

Under the idea of retaining the government of Curaçoa, Vice-admiral Dacres having very warmly recommended him to that post,† and anxious, as his majesty's representative, to make a favourable impression upon the minds of the inhabitants, Captain Brisbane furnished the government house anew, in a style suitable to his office and dignity. In a short time, however, his majesty's

\* The entire loss of the British was only three seamen killed, and fourteen wounded. Two of the former, and five of the latter, belonged to the *Arethusa*.

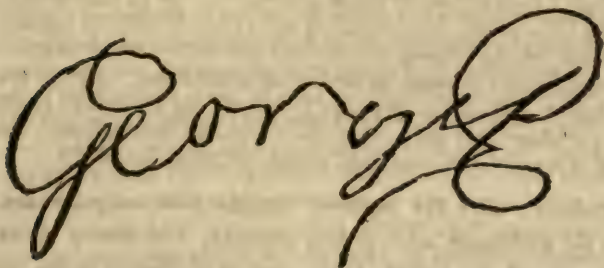
† The vice-admiral, in his official letter, says:—“Captain Brisbane being from his situation obliged to act as governor, I have, as an acknowledgment and high approbation of his conduct, continued him in that situation until his majesty's pleasure shall be known; and request, in the strongest manner, that their lordships will be pleased to recommend him for that appointment.”

ministers thought proper to nominate Sir James Cockburn, Bart. as his successor ; a circumstance by which Captain Brisbane sustained a very heavy pecuniary loss.

But his services were not overlooked by his sovereign, who was graciously pleased to present him with a gold medal, and to confer upon him the order of knighthood, in honour of the professional gallantry which he had displayed.\*

His majesty was also pleased, as an especial mark of his royal favour, to grant him the following

*“ License, to bear an Honourable Augmentation to his Armorial Ensigns, together with Supporters.*



“ GEORGE the Third, by the Grace of God of the United Kingdom of Great Britain and Ireland, King, Defender of the Faith, &c. To our Right Trusty and Right Entirely Beloved Cousin Charles Duke of Norfolk, Earl Marshal, and our Hereditary Marshal of England, Greeting ; Whereas We, taking into our Royal Consideration the great Zeal, Courage, and Perseverance of our Trusty and Well-beloved Charles Brisbane, Esquire, a Post Captain in our Navy, and Senior Officer of the Squadron of our Ships, to which the Island of Curaçao † and its Dependencies surrendered on the first day of January last, manifested by him on various occasions, and more particularly in the Capture of the said Island, have been graciously pleased, by a Patent, under the Great Seal of our United Kingdom, to testify our Royal Approbation of his Meritorious Conduct, by conferring upon him the Honour of Knighthood, and being desirous that Our Sense of such his Distinguished Services should be especially commemorated by certain Honourable Armorial Ensigns, allusive to the Capture of the said Island, KNOW YE THEREFORE, that We, of Our Princely Grace and Special Favour, have given and granted, and by these Presents do give and grant

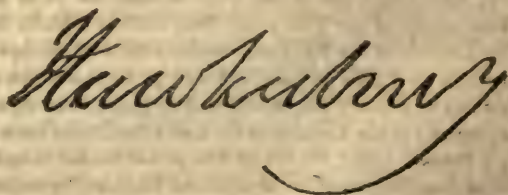
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\* Sir Charles Brisbane's patent of knighthood is dated on the 18th of April, 1807.

† This is the orthography adopted in all the Dutch records ; but, in the progress of the memoir, we have preferred adhering to the generally-accepted mode of spelling.—Ed.

unto him, the said Sir Charles Brisbane, our Royal Licence and Authority, that he may bear to the Armorial Ensigns used by his Family (being a Cheveron between three Cushions) the Honourable Augmentation following: that is to say, "A Chief, embattled thereon a Ship of War under Sail between two Castles; and, for an additional Crest, Out of a Naval Crown an Arm embowed, grasping a Sword, and from the Hand a Medal suspended by a Ribbon, and the Motto *Curaçao*," to be borne by him, the said Sir Charles Brisbane, and his Descendants: And although the Privilege of bearing Supporters be limited to the Peers of Our Realm, the Knights of our Orders, and the Proxies of Princes of Our Blood at Installations, except in such Cases wherein, under particular Circumstances, We have been pleased to grant Our Especial Licence for the Use thereof; yet in order to give a further Testimony of Our Particular Approbation of the Services of the said Sir Charles Brisbane, We are desirous of allowing him to bear, and do accordingly grant unto him, for Supporters to his Arms, On the Dexter side a British Sailor, and on the Sinister a British Marine, habited and accoutred, to be borne by him the said Sir Charles Brisbane, the whole as in the Painting hereunto annexed, the same being first duly exemplified, according to the Laws of Arms, and recorded in the Heralds' Office; otherwise this Our Licence and Permission to be void and of none effect. Our Will and Pleasure therefore is, that you Charles Duke of Norfolk, to whom the Cognisance of Matters of this Nature doth properly belong, do require and command, that this Our Concession and Especial Mark of Our Royal Favour be registered in our College of Arms, to the end that Our Officers of Arms, and all others upon occasion, may take full Notice, and have knowledge thereof: And for so doing, this shall be your Warrant. Given at Our Court at St. James's, this Thirtieth Day of November, 1807, in the Forty-eighth Year of our Reign.

By His Majesty's Command,



In commemoration of his gallant conduct, the House of Assembly of the island of Jamaica presented Sir Charles Brisbane with a handsome sword, accompanied by an appropriate address; and, after his return to England, he had the pleasure of receiving a similar compliment from that admirable and truly praise-worthy institution, the Patriotic Fund at Lloyd's.

On quitting the government of Curaçao, Sir Charles Brisbane returned to Jamaica; and, after remaining some time upon that



station, in his old ship the *Arethusa*, the command of which he still retains, he brought home a rich convoy, several of the ships belonging to which were laden with specie.

Conceiving himself to have some farther claim upon his country, for the services which he has performed, for the wounds which he has received, and for the uncompensated expenses which he necessarily incurred, in performing the duties of governor, in the island of Curaçoa, Sir Charles has recently, since his return to England, delivered in the following memorial to the king in council:—

**Memorial of Sir Charles Brisbane, Knt. a captain in his majesty's navy; setting forth his services; the wounds which he has received, in various actions with the enemy; and the heavy expenses which he incurred, in his capacity of governor of the island of Curaçoa; and praying a pension.**

TO THE KING'S MOST EXCELLENT MAJESTY IN COUNCIL.

*The Memorial of Sir Charles Brisbane, Knt. a Captain in your Majesty's royal Navy,*

*" Most humbly sheweth,*

" That your majesty's memorialist, the son of the late Admiral Brisbane, has served twenty-eight years in the royal navy; as midshipman, in your majesty's ships *Aleide*, *Hercules*, *Thorn*, *Druid*, *Powerful*, *Weasel*, *Colossus*, and *Brunswick*, from the year 1780 to the year 1790; as lieutenant, in the *Brunswick*, *Spitfire*, *Meleager*, and *Tarleton*, from 1790 to 1793; as commander, in the *Tarleton* and *Mozelle*, from 1793 to 1795; and as post captain, in the *Tremendous*, *l'Oiseau*, *Nemesis*, *Dortrecht*, *Doris*, *Trent*, *Sans Pareil*, *Goliath*, and *Arethusa*, from 1795 to the present time.

" That your majesty's memorialist served in the *Hercules*, commanded by Captain (the present Admiral) *Savage*, in Lord Rodney's memorable action on the 12th of April, 1782; that he was there severely wounded in the back, and was under the necessity of being taken below, but returned to his post; and that, so highly did Admiral *Savage* approve his conduct, during the whole of the engagement, that he furnished him with a certificate, which afterwards was the means of obtaining for him a lieutenant's commission.

" That your majesty's memorialist, from the severity of the wound above-mentioned, remained in a crippled state for upwards of nine months.

" That, subsequently to the peace of 1783, your majesty's memorialist served three years and a half in the *Druid*; in the course of which time he was repeatedly employed in the capture of smugglers, and in otherwise protecting your majesty's revenue.

" That your majesty's memorialist having received an appointment as lieutenant, in the *Meleager*, commanded by Captain (the present Admiral)

Tyler, he proceeded to the Mediterranean in that ship, in the year 1793, and was constantly employed there, in various sea and shore services, landing of cannon, &c. during the attack, surrender, and evacuation of Toulon, and the capture of the island of Corsica.

“ That your majesty’s memorialist was removed from the *Meleager* into the *Britannia*, the flag-ship of Admiral Lord Hotham; and that a few days afterwards he was appointed by Lord Hood to the command of Fort Pomot, one of the most dangerous out-posts in the neighbourhood of Toulon.

“ That, after having been engaged in various skirmishes, on the Heights of Pharon, your majesty’s memorialist remained at Fort Pomot, till it was found necessary to evacuate Toulon; that he was then ordered to make his retreat from the fort; but that, although the French troops were pouring down, and not at more than two musket-shots distance, he stopped to set fire to a train, communicating with five hundred barrels of gunpowder, which, in exploding, blew the fort to atoms; after which, amidst many difficulties and dangers, he effected his retreat in safety.

“ That in the year 1794, after the evacuation of Toulon, your majesty’s memorialist proceeded to Corsica; that he effected a landing at St. Fiorenzo, with a hundred seamen under his command; that he was personally engaged at the storming of Conventional Hill; that he was present at, and assisted in, the capture of two French frigates; and that he went through all the extensive variety of services in which Lord Nelson was engaged at that period.

“ That your majesty’s memorialist was removed from St. Fiorenzo to Bastia, where he was appointed to the command of a small battery, by Lord Nelson; that, while employed at his gun, he received a severe and dangerous wound in his head, which has nearly deprived him of the sight of his left eye; and that, in consequence of the severity and danger of the wound, he was under the necessity of being taken on board your majesty’s ship *Alcide*, where he was confined six weeks; at the expiration of which he returned to Lord Hotham’s ship, the *Britannia*.

“ That shortly after your majesty’s memorialist had rejoined the *Britannia*, off Toulon, five French line-of-battle ships having assembled in the outer harbour, he proposed a plan to Lord Hood to burn them; that his lordship having accepted the offer, the *Tarleton* was fitted up, as a fire-ship, expressly for the purpose, and the command of her given to your majesty’s memorialist; that, in the evening when the service was to be attempted, the enemy’s fleet came out, Lord Hotham found it necessary to retire, and your majesty’s memorialist was thereby prevented from carrying his plan into effect; but that Lord Hood was so fully satisfied of its merits, and practicability, that he was pleased to reward his assiduity and zeal, by promoting him to the rank of commander, in the *Tarleton*.

“ That your majesty’s memorialist was afterwards employed in blockading the same French squadron, in the bay of Gourjean, whither they had effected their escape from Toulon.

“ That your majesty’s memorialist was next appointed to the command of a small squadron, for the purpose of protecting the trade between Bastia

and Leghorn, in the prosecution of which service he made several small prizes.

“ That your majesty’s memorialist was shortly afterwards removed into the *Mozelle* sloop, in which, on Earl St. Vincent’s arrival in the Mediterranean, he was ordered to Gibraltar; that, from Gibraltar, he was despatched, by Admiral Man, to proceed to Barbadoes, with two troop-ships; that, on their passage, he fell in with a Dutch squadron; and, conceiving it to be of more importance to watch the motions of the enemy, than to proceed on his original destination, he sent the troop ships forward, and followed the Dutch squadron, till he ascertained that they were going to the Cape of Good Hope; and that he then immediately made sail, and carried the information to Lord Keith, the commander-in-chief on that station; in consequence of which, the whole of the enemy’s squadron, consisting of three ships of the line, two frigates, and four other vessels, fell into your majesty’s possession, in Saldanha Bay, on the 18th of August, 1796.

“ That, from the time of your majesty’s memorialist leaving Gibraltar, till his arrival at the Cape of Good Hope, a period of five months had elapsed, during a considerable part of which, he and his ship’s company were on short allowance of water and provisions; that it was in consequence of his taking the responsibility of this service upon himself, that the Dutch squadron, at the capture of which he was present, fell into the possession of your majesty; that he had the pleasure of receiving the thanks of the admiralty for his services upon this occasion; that Lord Keith was also pleased to promote him to the rank of post captain, in the Dutch admiral’s ship, the *Dortrecht*; and that Earl St. Vincent likewise sent him out a commission, from which he dates his rank as post captain, for the *Nemesis*.

“ That Admiral Pringle, who succeeded Lord Keith in the command at the Cape of Good Hope, applied for your majesty’s memorialist to be his captain in the *Tremendous*; that Admiral Pringle afterwards gave him the command of the *Poiseau* frigate, and sent him to the Rio de la Plata to cruise; and that, while there, he had a severe action with two large Spanish frigates, one of them bearing a commodore’s broad pendant, and each of them of greatly superior force to the *Poiseau*; notwithstanding which, your majesty’s memorialist had the good fortune to succeed in beating them off.

“ That your majesty’s memorialist, having been removed from the *Poiseau* into the *Dortrecht*, on his return to the Cape of Good Hope, proceeded to St. Helena with a convoy; that while at St. Helena, the news reached that island of the general mutiny which had broken out in your majesty’s navy in the year 1797; that the crew of the *Dortrecht*, as of almost every other ship, rose upon their officers, and threatened them with destruction; but that, by great and perilous personal exertion, your majesty’s memorialist happily succeeded in quelling the mutiny, and in reducing the crew of the *Dortrecht* to a sense of their duty and allegiance to your majesty.

“ That, after the above event, your majesty’s memorialist was expressly sent for, by Admiral Pringle, to return to the Cape, and resume the command of the *Tremendous*; and that, having returned, he continued with



Admiral Pringle, in that ship, till the admiral was recalled, when he came to England with him in the *Crescent*.

"That, previously to the peace of Amiens, your majesty's memorialist was appointed to the *Doris*, under Admiral Cornwallis, and was employed, with a squadron of frigates under his command, to watch the French fleet in Brest harbour; that, while so occupied, he took an opportunity of rowing round, and reconnoitring the French squadron in the harbour, for the purpose of ascertaining the best mode of effecting their destruction; that he proposed a plan to Admiral Cornwallis to burn them; and that the admiral was pleased to accept of the offer; but, in consequence of some difficulties arising, in the appointment of officers to carry it into effect, the plan was not executed.

"That it was under the orders of your majesty's memorialist, on the night of the 21st of July, 1801, that the boats of the *Doris*, *Boileau*, and *Uranie*, led by Lieutenant Losack, cut the French national ship *la Chevette* out of Camaret Bay.

"That, after the peace, your majesty's memorialist proceeded to the West Indies, in the *Trent*, from which ship he was removed into the *Sans Pareil*, and subsequently into the *Goliath*.

"That, at the commencement of the present war, while watching the motions of the French in the West Indies, your majesty's memorialist captured *la Mignonne*, a large French corvette, under the batteries of St. Domingo.

"That your majesty's memorialist afterwards returned to England with a convoy; that, on the passage home, a violent hurricane arose, in which the *Goliath* was in imminent danger of foundering; and in which twenty-one sail of the convoy were dismasted, and otherwise damaged; notwithstanding which, by the most unremitting exertions on the part of your majesty's memorialist, he succeeded in bringing them all safe into port.

"That your majesty's memorialist then fitted out the *Goliath*, and was some time employed off Rochefort, in watching the motions of a first-rate line-of-battle ship.

"That, while in the command of the *Goliath*, your majesty's memorialist had the misfortune, by the breaking of the man-rope, as he was stepping over the ship's side, to break two of his ribs, and to dislocate his arm.

"That your majesty's memorialist, having been appointed to the command of the *Arethusa*, in the year 1805, proceeded to the West Indies in that ship, with a convoy; that, on his passage out, he fell in with a squadron of five sail of the line, and three frigates; but, although nearly surrounded by the enemy, by a prompt execution of signals, and other exertions, he effected the escape of the whole squadron.

"That, having been to Barbadoes, and to Jamaica, your majesty's memorialist was, for a considerable time, very actively employed in cruising off the Havanna, where he took several small vessels.

"That, in consequence of a dangerous fever breaking out on board your majesty's ship the *Arethusa*, your majesty's memorialist was under the necessity of going to Bermuda, to recover the health of his men; that, while they were yet only in a convalescent state, he resumed his station off the

Havana, with the Anson, Captain Lydiard, under his orders; that, at daylight on the morning of the 23d of August, 1806, he discovered the Pomona Spanish frigate, of 38 guns, off the Moro Castle; that, communicating his design to Captain Lydiard, he instantly bore down upon the enemy, with an intention of laying her on board; that he was prevented from effecting this, by the Pomona bearing up, and coming to an anchor within pistol-shot of a castle mounting sixteen 36-pounders, she having also been joined by twelve gun-boats from the Havana; that, supported by Captain Lydiard, he commenced the attack; and that, after an action of thirty-five minutes, notwithstanding the greatly superior force of the enemy, he compelled the Pomona to strike her colours, three of the gun-boats having been blown up, six sunk, and three wrecked upon the breakers.

"That your majesty's memorialist was wounded in the knee, during the above engagement; but that, although in excruciating pain, he never left the quarter-deck, until the success of your majesty's arms was complete.

"That your majesty's memorialist having taken the Pomona in tow, he carried her into Jamaica, and was afterwards intrusted, by Vice-admiral Dacres, with the command of a squadron of frigates, to reconnoitre the island of Curaçoa.

"That, having formed a plan for carrying it by a *coup-de-main*, your majesty's memorialist, on arriving off that island, on the 1st of January, 1807, imparted his arrangements to the respective captains who were under his orders; that, passing by the formidable line of sea batteries by which the entrance is protected, he led his squadron into the harbour, in close order of battle, and came to an anchor; and that, in less than four hours, with a force not exceeding 800 effective men, he accomplished the capture of Curaçoa and its dependencies, though defended by nearly 1,500 soldiers, and containing 30,000 inhabitants.

"That your majesty's memorialist was the first man who boarded the Dutch frigate Hatslar, which lay athwart the harbour of Curaçoa; and that he himself hauled down the colours.

"That your majesty's memorialist proceeded from the Hatslar to Fort Amsterdam; that, with only about 24 men, he was the first at the storming of that fort, which was defended by 275 troops; and that there also he had the honour of hauling down the Dutch colours.

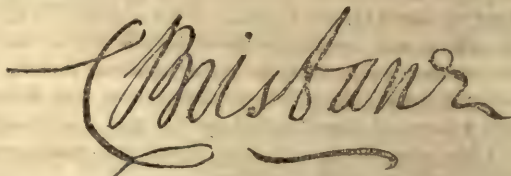
"That your majesty's memorialist, with the utmost promptitude, assembled and disarmed the militia, and administered the oath of allegiance to the inhabitants of the island of Curaçoa.

"That from the peculiar circumstances under which your majesty's memorialist found himself placed, he was under the necessity of assuming the government of the island of Curaçoa, *pro tempore*; that Vice-admiral Dacres, your majesty's commander-in-chief upon the Jamaica station, in approbation of his conduct, was pleased to continue him in the government till your majesty's pleasure should be known; and that, as a farther mark of his approbation, Vice-admiral Dacres requested, in his official despatches, that your majesty's lords commissioners of the Admiralty would be pleased to recommend him for that appointment.

" That, as governor of the island of Curaçoa, your majesty's memorialist felt the deepest anxiety to represent your majesty with becoming dignity and honour; and that, to impress upon the minds of your majesty's newly-acquired subjects the most exalted idea of the British nation, and of its beloved sovereign, he incurred a very heavy expense, by furnishing the government house of Curaçoa in a style suitable to his high station and office.

" That your majesty has been pleased to present your memorialist with a gold medal, and also most graciously to confer upon him the honour of knighthood, in approbation of his services; but that the private fortune of your majesty's memorialist is neither adequate to defray the heavy expenses which he incurred in the discharge of his duty as governor of the island of Curaçoa, nor to maintain that rank with which your majesty has been so graciously pleased to honour him.

" That your majesty's memorialist therefore humbly prays, that his expenses so incurred, and his having been severely wounded three several times in your majesty's service, may be taken into your majesty's most gracious consideration; and that your majesty will be most graciously pleased to grant your memorialist such compensation, as your majesty, in wisdom, may deem proper and requisite.



When the services recorded in the above memorial are taken into consideration, and also that Sir Charles Brisbane has had the misfortune to lose three brothers in the service of their country, it seems scarcely probable, or consistent with the usual munificence of his majesty and the British nation, that the prayer of the memorialist should be rejected.

#### HERALDIC PARTICULARS.

The first of the family of the Brisbanes, of whom any mention is made, is Allans de Brysbane, son of William, who obtained a grant of the lands of Mucherach, in Stirling, from Donald Earl of Lennox, who lived in the time of King David Bruce, in the year 1329.

John Brisbane, of Bishopton, sold the lands of Bishopton, and Wester Rossland (retaining the superiority) to John Walkinshaw, of that ilk, about the year 1706, and purchased the lands of Kelsoland, in the district of Cunningham, in Ayrshire, from John Kelso, which, with the lands of Noddale, Knock, &c. &c. were erected into a barony, called Brisbane, by King Charles II. since



which time the family have designated themselves of that ilk, and Bishopton.

James Shaw, son of Sir James Shaw, of Billequillet, in Ireland, marrying the heiress of the Brisbane family, assumed the surname and arms of Brisbane.

His grandson, Thomas Brisbane, of that ilk, Esq. marrying Isabella, the youngest daughter of Sir Thomas Nicholson, and relict of Sir Alexander Hamilton, of Innerwick, had issue, 1, Thomas Brisbane, the present representative of that ancient family; 2, William, in the royal navy; and, 3, John, the late admiral, who died in 1807.

Admiral Brisbane had issue, by his wife Mary, still living, 1, John Douglas, captain in the royal navy, drowned in 1782; 2, Thomas Stewart, lieutenant-colonel in the army, killed in gallantly defending his king and country at St. Domingo, in 1795; 3, William Henry, captain in the royal navy, died in 1796; 4, Charles, captain in the royal navy, knighted in 1807, for his gallant achievement, in capturing the island of Curaçoa; 5, James, captain in the royal navy; and, 6, George, died in 1793. Admiral Brisbane's daughters are—Sarah Isabella, and Hannah Maria.

Sir Charles Brisbane, Knt. married Sarah, one of the daughters and co-heiresses of Sir James Patey, late of Reading, in Berkshire, Knt. deceased; by whom he has issue, one daughter, Lavinia Isabella; and two sons, Charles Bayley Brisbane, and John Douglas Brisbane.

**ARMS.**—*Sable a cheveron cheque or and gules, between three cushions of the second: on a chief* EMBATTLED, the honourable augmentation, as described in the royal sign manual. The escutcheon of pretence for Patey, viz. per pale embattled azure and gules, a lion rampant erminois, gorged with a collar gemelle vert in chief two pheons argent.

**CRESTS.** 1st. Out of a naval coronet or, an arm embowed, grasping a sword; and from the hand a representation of the gold medal conferred on him by his majesty, suspended by a riband.

2d. On a wreath of the colours a stork's head erased, holding in the mouth a snake, nowed, all proper. In an escroll above the crest, the motto, *Certamine summo*.

**SUPPORTERS.**—On the dexter a sailor, habited and accoutred, and holding in his exterior hand a cutlass, proper.

On the sinister a marine, habited and accoutred, and supporting with his exterior hand his musket, with the bayonet fixed, proper.

**MOTTO** under the arms—"Curaçao" granted by the royal warrant.

## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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### SPEECH OF THE LATE LORD NELSON.

**A**T a public dinner, given by the corporation of Monmouth to Lord Nelson, the Rev. Dr. Nelson, Sir William and Lady Hamilton, on the 19th August, 1802, Thomas Hollings, Esq. (mayor of the borough), who presided at the table, gave as a toast from the chair, "The health of Lord Nelson, with thanks to his lordship for his most important public services."

As soon as the toast had been drunk, and the company were seated, his lordship rose up, and in the most dignified and eloquent manner, commanding at once the profound attention and respect of all present, addressed the meeting in the following words:—

"Gentlemen,

"I beg leave to return you my most respectful thanks, for the honour done me in drinking my health, and also for the acknowledgment of the important public services you are pleased to say I have rendered my country.

"It was my good fortune to have under my command some of the most experienced officers in the English navy, whose professional skill was seconded by the undaunted courage of British sailors; and whatever merit might attach itself to me, I must declare, that I had only to shew them the enemy, and victory crowned the standard!

"The British navy has received a large portion of public applause; but, however well deserved, it should be told, that the same valour, and sense of duty, would have marked the conduct of the British army, had it been placed in such situations as would have afforded it an equal opportunity of displaying its national courage; but it has unluckily happened, that the same good fortune, in this instance, did not occur, or we should have had equal reason for praising its heroism and public services.

"When the English army was sent to Egypt, it was the opinion of many intelligent characters, that it would be destroyed. For my own part, I never thought so—for wherever British soldiers have been opposed to those of France, they have uniformly conquered them.

“ In my own person I have received an overflowing measure of the nation’s gratitude—far more than I either merited or expected ; because the same success would have crowned the efforts of any other British admiral, who had under his command such distinguished officers, and such gallant crews.

“ And here let me impress it on the mind of every officer in the service, that to whatever quarter of the globe he may be destined, whether to the East or West Indies, to Africa or America, the eyes of his country are upon him ; and so long as public men, in public stations, exert themselves in those situations, to fulfil the duty demanded from them by the public, they will always find the British nation ready to heap upon them the utmost extent of its gratitude and its applause.”

#### LORD NELSON’S PORTRAIT.

IN the assembly room of the Packet Hotel, at Milford Haven, there is a full length picture of the late Lord Nelson, painted by Leonardus Guzzandic, at Naples, in 1799. The picture was a present from the late Sir William Hamilton, and is a perfect likeness of his lordship, who sat many times to the artist, whose talent in the performance is eminently displayed. The picture is placed over the fire-place, and has the following motto in large Italian capitals :—“ *Mi Lord Orazio Nelson, erca del secol nostro, a ninno secondo, forte, invetto, terore de’ rebelli, destruttore degli empi, difensor de’ re, a tutti caro, questa cittude, e il regno, l’ama, loda, ed ammira.*”—“ Lord Horatio Nelson, hero of the age, surpassed by none, unconquered, a terror to the rebellious, destroyer of the perverse, defender of kings, dear to all, this city and the whole kingdom love, praise, and admire him.”

#### GALLANTRY OF A DUTCH PURSER.

A CIRCUMSTANCE of a singular nature occurred during the late action between the *Virginie* and *Guelderland*. It was observed from the Dutch frigate, that the *Virginie* was prepared to board her whenever an opportunity offered for that purpose, and a part of the crew were consequently ready to repel the attempt. The purser of the Dutchman, a brave fellow, stood on the gangway, sword in hand, animating the men to resistance, and with his arm raised, in expectation of the effort. While in this attitude, a cannon ball from the *Virginie* took his arm off within a few inches of the shoulder ; the dismembered limb fell into the hold unheeded,



and the poor fellow was put under the care of the surgeon. In two days afterwards, when the hold was examined and clearing out, the arm was found, with the sword so firmly grasped in the hand, that no common force could disengage it; and it therefore became necessary to cut off the fingers to separate the sword and hand. It was, however, previously shewn to a number of persons, in order that so extraordinary a fact should be confirmed by strong and indisputable testimony. This gallant purser was afterwards taken on board the Trent flag-ship, and though at first despaired of, skill and attention changed his condition to convalescence, and he at length recovered.

#### EXTRAORDINARY INSTINCT OF PIGEONS.

CAPTAIN CARLETON, a gentleman who served as a volunteer under Sir Edward Spragge, in the fleet which was commanded by the Duke of York, in the year 1672, relates the following extraordinary instance of instinct in pigeons, in the memoirs of his own life, which have recently been re-published :\*—

“ We had on board the London, where, as I have said, I was a volunteer, a great number of pigeons, of which our commander was very fond. These, on the first firing of our cannon, dispersed, and flew away, and were seen no where near us during the fight. The next day it blew a brisk gale, and drove our fleet some leagues to the southward of the place where they forsook our ship, yet the day after they all returned safe aboard, not in one flock, but in small parties of four or five at a time. Some persons at that time aboard the ship, admiring the manner of their return, and speaking of it with some surprise, Sir Edward Spragge told them, that he brought those pigeons with him from the Straits; and that when, pursuant to order, he left the Revenge man of war, to go aboard the London, all these pigeons, of their own accord, and without the trouble or care of carrying, left the Revenge likewise, and removed with the sailors on board the London, where I saw them: all which many of the sailors afterwards confirmed to me. What sort of instinct this could proceed from, I leave to the curious.”

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\* Captain Carleton was in the engagement with De Ruyter, May 28. He describes the French as “rather spectators than parties” in that affair; and he does justice to the courage of the Duke (of which “his own eyes were witnesses”) in express terms.

## NEW NAVAL HOSPITAL.

THE Lords of the Admiralty have ordered a royal naval hospital to be erected upon the Denes, Yarmouth, capable of containing 300 patients; from plans by Edward Holl, architect, under the inspector-general of his majesty's naval works.

## SUBSTITUTION OF WOOL FOR HEMP.

SIR JOHN SINCLAIR, in his *Address to the Board of Agriculture*, delivered on the 7th of June, in the present year, offers the following remarks:—

“ The political situation of Europe at this time, the convulsed state of its commercial relations, and the general combination of the continent against these kingdoms, must necessarily be productive of circumstances in some respect unfavourable to the agriculture, and in other respects to the commerce, of the country. Among the agricultural productions which the war has tended to depreciate, that of long wool is one of the most important, and the fall in its price has been considerable. An ingenious farmer (Mr. Whitworth, near Doncaster), was thence led to try how far such wool might be made applicable to the making of sacking, of ropes, and a variety of other articles, and the plan is likely to be successful; in particular, there is reason to believe that wool will be found peculiarly well adapted to be employed in making cots or hammocks for our seamen, not being so liable to take fire: tents made of wool also must be better calculated for resisting wet than when canvass is used for that purpose. By these means a double object may be attained; that of increasing the value of our own productions, and of diminishing the consumption of articles imported from a country now unfortunately at variance with us.

“ Here it may be proper to observe, that in consequence of an application from the commissioners of naval revision, the attention of the Board has been particularly directed to the cultivation of hemp. Every information upon that subject, which the record of the Board could furnish, has been given to that useful institution: and with a view that the growth of hemp might not interfere with the production of human food at home, and that its cultivation might be promoted in our colonies abroad, premiums have been offered to the person who shall cultivate the greatest number of

acres (not less than four), with hemp, or drained peat bog, and to those who shall report to the Board the best means of promoting the cultivation of that article in our American colonies."

NEW CANAL, FOR OPENING A COMMUNICATION BETWEEN ANTWERP AND THE INTERIOR OF GERMANY.

THE following article, under the date of Maestricht, June 10, 1808, is copied from a late Dutch paper:—

"The prefect of the department of the lower Maese, Mr. Roggieo, on the 4th instant, surveyed the works of the new navigable canal, which is intended to supply the grand northern canal with water at different stations. This canal is intended to form a junction between the rivers Scheldt and Maese, and to unite the latter with the Rhine. The principal object in this enterprise is, to open a communication between the port of Antwerp and the interior of Germany, more especially for the conveyance of colonial produce and timber. The latter will then with great facility be transported from the Rhine, for the use of the dock-yard at Antwerp. Although the utmost advantage resulting from this plan did not strike the former governments of the Low Countries, yet the partial view which they had of its advantages was sufficient to operate as a stimulus to such an undertaking. The Spaniards undertook a similar plan in 1625; when they commenced their operations by erecting works between the Maese and the Rhine, the remains of some of which are yet to be seen, and are distinguished by the name of the *Canal of Eugenius*.—The grand northern canal, from its junctions with the Scheldt at Antwerp, to its exit into the Rhine near Neuse, will measure in length 40 leagues, in the following direction, from Antwerp to Keerenthals, Loemel, Weert, and Wenlo. In the vicinity of Wenlo it will intersect the old Eugenic canal; leaving Guelderland to the north, it will take its direction towards Zuchtlen, Nears, and Neuse, and will ultimately fall into the Rhine at Grimlinghausen. The width of the sluices will be 6 meters, and 60 centi-meters; the width of the canal at bottom will be 13 meters, and on the surface 24 meters; its depth 2 meters, and 60 centi-meters: the section between the Maese and the Rhine will be supplied with water by the river Erit, above Neuse. The course of this canal differs widely from that of the Eugenic, but it has been preferred in consequence of its nearer approach to Cologne, and to those towns on the Rhine which enjoy the greater share of commerce.



The work commenced about three months ago, under the direction of Mr. Kajeau, chief engineer of the bridge and high roads, who has been charged with the execution of it. The greatest elevation of the canal between the Scheldt and the Maese is to the north of the commune of Loemel in Campire. The rivulets which empty themselves on this elevated plain being insufficient to supply the point of junction with water, a course will be had for a supply to a branch cut into the Maese, near the abbey of Hocht, about half a league from Maestricht; although originally from the Jarr. This small branch will also be made navigable, as it is meant to continue the section from Hocht to Maestricht.

## CAPTAIN COOK, THE CIRCUMNAVIGATOR.

THE following anecdote of this celebrated navigator, from a gentleman to whose father (Mr. Sanderson, a shopkeeper, of Staiths, in Yorkshire)\* Cook was bound, before he went to sea, is related by the author of "*The Cruise*:"—

"Some money had been missed from the till; and, to discover the delinquent, a peculiarly marked shilling was mixed with the other silver, which was counted: the shilling was taken out by Cook; who, on being charged with it, acknowledged that it had caught his eye, and that he had taken it, but had put another in its place. This was found to be true; and although the family were highly respectable, humane, and attached to him, yet the high spirit of the boy could not brook remaining where he had been suspected; he ran away, and it is known afterwards entered as a cabin-boy in the coal trade."

## CORRESPONDENCE.

## PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

## LETTER VII.

SIR,

**B**OTH as a professional man and a British subject, I have been ever warmly attached to the naval service; and have always rejoiced when I have seen gallant actions meet their merited reward. I do not think, however, that honorary rewards have kept pace with gallant achievements.

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\* *Vide* Biographical Memoir of Captain Cook, NAVAL CHRONICLE, Vol. IX. page 3.

From amongst the highest personages of the kingdom I have never seen any thing like a patron to the navy arise to our assistance; whilst our equally meritorious brethren of the army possess in their lists all that is high in rank, from the monarch downwards; and I conceive that in consequence, the army has been warmly and highly patronised, whilst the navy has been often put under the direction of military officers, of no very eminent experience as soldiers, none at all relative to the marine, and no superlative abilities as men. With the judicious, firm, and gentleman-like administration of Lord Spencer, I believe the kingdom in general was well pleased, and the navy most perfectly satisfied, except in the single instance of the conduct of the Board of Admiralty at the time of the mutiny at Spithead; but that was a new case.

The only first lord who appeared warmly to espouse the cause of the navy, and to seek its benefit by good regulations, and increased pay in some degree of proportion to the times, was Lord Melville: he certainly appeared resolved to do us all the good he could, and endeavoured to understand the nature of the system by which we could be managed to the best advantage. Whatever therefore may have been his lordship's errors elsewhere, he was certainly sincerely regretted by the navy, at his leaving his seat at the Admiralty. If I am at a loss to name any men who have been patrons to the navy, it is no wonder that a general want of patronage has prevailed. I do not mean, Mr. Editor, that sort of patronage by which boys have made a sudden jump to the command of frigates at 17 years of age, or similar exertions of family or borough influence; but that steady guard over our interests, which would go hand in hand with the interests and best wishes of our country; which would reward meritorious actions, whether in a single ship or the greatest fleet, and which would annihilate all partialities whatever. This patron would take care, that justice be done by prompt payment of wages and pensions, and that no *unnecessary* forms should cause *tedious, vexatious, and expensive delays* to applicants for their just dues at the public offices.

I have heard the officers of the navy often compared to a *rope of sand*; and although in the most important points, no simile can be more unjust, for there they may be compared to the best laid cable in his majesty's service; yet when we observe how soon they appear to forget they have ever served in the lower stations, when they fill the higher, the malicious have some little reason to use the

expression. Out of the many admirals and captains who have served at the Admiralty, or sat in the houses of Parliament, what number can we mention who have stood forth the champions of the navy, in questions relative to it? In former days, I remember that Admiral Macbride did so; and at present we have a worthy baronet, who with the most upright intentions and sound judgment seems to interest himself for us on all proper occasions. Upon the whole, I am of opinion that we are esteemed by the higher powers as a useful hard-working body of men, who would be spoilt by indulgence, and therefore it is best to keep us at some distance. But an old English mastiff likes to be clapped upon the back sometimes, when he has done a deed of valour, and he will not fight his next battle the worse for it.

Neither, Mr. Editor, am I satisfied that all the rewards that are conferred are judiciously done. An admiral who has fought a glorious battle, and a lawyer who has *briefed* his way up to the chancellorship, are equally enrolled amongst the hereditary legislators of the kingdom. Now surely some different reward should have been found for the admiral. I should as soon have thought of making the lawyer a knight banneret, as the admiral a peer of the realm. In like manner, the citizen who presents an address, and the captain who has taken a ship of superior force, are both knighted. If our language will not find any other terms or titles than lordships and knights, at least the citizen should be called *knight of the address*, and the captain *knight of the cannon ball*, or some such variety to distinguish them.

By the time an officer has served so long at sea as to arrive at the command of a fleet, he has in all probability passed through so many dangers, suffered so many hardships, and undergone so many privations of the choicest blessings of life, that when opportunity at length offers itself, and he seizes it as he should do, his reward from a grateful country can hardly be too great, or rather too evidently expressed: but I am too truly attached to the constitution of this country to wish to see an overloaded house of peers. It was humorously said lately by a gentleman in town, that "he was afraid of spitting out of a window, for fear of spitting upon a lord;" and indeed titles are become much too common. I have before remarked, that I am not an advocate for so many officers being in the House of Commons; and the same reasons would hold good against my wishing to see so many in the House of Peers; indeed only those who arrive at that honour by descent; and with respect to the other house, I could wish that the



qualification to military men of both services should be landed property *by inheritance*. By entering into military service, it would be unjust that a man should forfeit his claim to legislative honour; but I cannot think that military fame alone is the proper road to their attainment. I do not find that my brother sailors in general are good politicians, or prove of much service to their country, in either house; and I am convinced that their being there is of no benefit to the naval service. I must be contented with giving my opinion: the discussion of all my reasons for it would lead me farther into the subject than I intend to advance. My wish then of course must be to see *orders of merit* established both for the army and navy; let the naval motto be, "England expects every man to do his duty." There may be three or four degrees of the order of merit, but all to be conferred on board ship; the highest degree, either by the sovereign in person, or by special commission from him. Let the riband, star, &c. be appropriate to the service. The first order should be confined to those who have gained a victory, as commanders-in-chief of a fleet; the second, to flag officers who have assisted at such victory, or to flag officers or captains who have gained victories in the command of detached squadrons; the third, to captains who have distinguished themselves in single actions, or some particular conduct in general action; the fourth, to all other cases of gallantry.—With these several orders his majesty should be empowered to direct such an accompanying pecuniary emolument as he might deem proper, not to exceed treble the pay of the rewarded officer at the time of his receiving the honour. This regulation should extend also to half-pay. These sums should, in the first instance, be granted only for life; in process of time, when cool reasoning has taken place of ardent feeling, there may be cases where the reward should attach to the generations to come; but the character and situation of descendants should be attended to, as well as the merit of the man who gained the reward; and I must ever deem sums so granted much misapplied, when they pass to collateral branches. While the reward of honour is in the first instance bestowed by the sovereign, the continuation of the emolument should always rest with Parliament, and no more than one life should be included in one grant.

I do not like to appear querulous about a word, Mr. Editor; but there is one I have a great dislike to, which is, *pensioner*: Dr. Johnson could not have hated it more before he became a pensioner himself; I would therefore term the sums proposed to

be allowed the several orders of merit, *remunerations*. How much better would it sound in a British ear, to hear remunerations on account of wounds or services, instead of pensions, &c.

I offer these hints, in hopes of their attracting the notice of some of your readers, who may modify them into utility.

I remain, Sir, yours, &c.

A. F. Y.

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*Errata*, in Letter V. on the "Present Management and Discipline of the Navy," Vol. XIX.—Page 461, line 10, for *seamen* read *scorners*, and omit the comma; line 16, after *do* insert *so*; line 31, read infliction of *corporal punishment* cheap; line 6 from the bottom, for *after* read *again*; last line, omit *a* before *seamen*; page 462, line 8, for *is* read *are*.

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WE very willingly insert the following letter of our Correspondent A. F. Y. assuring him that, in future, his communications shall be inserted agreeably to the MSS. which he may send. We cannot publicly state our reasons for the alterations which were made in his sixth letter; but shall be happy to make them known to him, should we have the honour of an interview, or by a private letter.

SIR, August 9, 1803.

I AM far from being bigotted to particular modes of expression in my letters, as my wish is to appear, not as a fine writer, but as a useful member of society; however, there are some parts of my sixth letter, as published in your number for July, which *very materially clash* both with my meaning and style of writing; and these alterations could not have been wholly owing to my carelessness or mistakes in my letter to you. I leave it to your judgment to make the corrections, either by inserting this letter, or by any other mode you may judge proper.

I much dislike the words *punition* and *castigation*, as affected and unusual in the service.

In the first page, *sublime* is put for *rare*, and there are other substitutions of words, deviating very much from the plainness of style which I trust was in my manuscript.

Page 25, line 6, *Now the Scriptures*, &c. is altogether added, and is by no means an improvement. In the same page, the sentence which begins in line 11 is materially altered from the rough

copy before me, that runs thus—"In short, the plan leads to a system of corruption, which at the present moment need not be added to that mass which threatens," &c. In page 26, line 3, for *proud* read *ground*. As for the change from my meaning in lines 4 and 5 of the same page, I cannot account. My manuscript ends thus, "*a deep rooted love of truth implanted in their mind.*" The line added about "*cruelty and inhumanity,*" and the fine writing about "*hydra-headed forms,*" is so totally different both from my ideas of truth and taste, that I must request that my full disavowal of them may be laid before your readers. There is no doubt more than enough of cruelty and inhumanity are to be found in the world, but they are far from being the predominant characteristics of the present race of Britons.

At line 10 of the same page, why is the remainder of my sentence omitted after *citizens*: "and of course good subjects, from a love of order, and innate horror of corruption; and will be enabled, from understanding the truth and excellence of christianity, to become christians indeed."

Towards the close of my letter you may possibly have acted judiciously, by omitting what may have appeared to you too much like a personal attack; I do not think it was, and am fully of opinion, that infamy cannot be too much exposed. However, of that omission I should not have complained; but the mutilations and variations in other parts of the letter rendered it so unlike my own, that I hardly recognised it; and although I am aware that my letter to you may in some expressions differ a little from the rough copy now before me, yet the most essential alterations must have been designed. Of course I must delay any farther communications to your work, till I see your next number.

I remain, sir, yours, &c.

A. F. Y.

MR. EDITOR,

As you have long since published a biographical memoir of Admiral Lord Rodney, and have at different times added to it, I think you should insert the following Observations on the 12th of April, by Mr. Beatson, in his Naval and Military Memoirs (Vol. V. page 469.)

"Upon considering the various circumstances of this long continued and most important battle, some observations may be made deserving attention.

“ The most obvious of these circumstances is, the great change of the wind, which happened during the heat of the action. This alteration of wind was as singular as it was extraordinary. Owing to its not affecting the whole ships of the two fleets, and from the breeze continuing from the eastward to the northernmost ships, and changing to the southward from the southernmost end of the lines, it obliged one part of the French fleet to alter its course, whilst the other part, by continuing its course, was completely disordered. Indeed the wind, by changing forward upon the French ships, necessarily broke the line of battle ahead, which could not be continued, when they were forced from their course by its coming from the southward, while they sailed in that direction.

“ The case of the British fleet in this change of the wind was essentially different. Being on the contrary tack to that of the French, the same wind which came ahead upon the French fleet came more from the sterns of the British ships; and they were not therefore, by this change, disabled from continuing the line of battle ahead, in the most direct and close manner. This advantageous position, however, was not maintained. Admiral Rodney, in his own ship, by changing his course with the change of wind, was separated from his second ahead, and from his whole van; and connected only with six ships, kept to windward of the French van. He was divided also from his own rear, by Admiral de Grasse and five line-of-battle ships which continued connected with him. Whether this change of course of Admiral Rodney's ship happened from an inadvertence in the heat of battle, or from design, does not clearly appear. It took place about ten o'clock, when the two fleets were still engaged, particularly in the centre, and was probably unknown to the admiral himself.

“ The whole success of the battle of the 12th of April has been sometimes attributed to this measure, which has of course been deemed a masterly evolution, worthy of imitation. The British admiral has also been supposed to break through a connected line of the enemy's ships. These representations however, appear to proceed from mistakes; for the French fleet was completely deranged by the change of the wind *alone*: and so far was the measure of sailing through the enemy's line with six ships, unconnected with the rest of the fleet, from being decisive of victory, that it may be doubted whether it was a fortunate evolution. If Admiral Rodney's fleet had kept a connected line-of-battle

ahead, sailing large, across the bows of the French ships, which were necessarily forced towards the broadsides of the British by the wind, and totally disordered, it is highly probable that the fleet of France must, upon the whole, have sustained much more damage than it did from the fire of the six ships attached to Admiral Rodney, which had an opportunity of attacking three or four of the French collected in a confused manner, and forced to leeward of the British admiral. And this is the only real advantage which has been supposed to arise from Admiral Rodney's weathering the French rear with six ships. Whilst the ships of both fleets were in the disorder which has been mentioned as owing to the change of the wind, they were so little under the direction of the commanders-in-chief, that many of the captains must have been guided entirely by their own judgments in the courses which they were to steer, and in the measures which they were to pursue.

“ The next circumstance worthy of attention in this battle is the method which the French admiral took to collect his ships, by bearing away to leeward of the British fleet. When Admiral de Grasse chose this measure, it would seem that he did not advert to the length of time which was required to draw together a numerous fleet, with so little wind. Had he kept the wind with all his ships, however disordered their line-of-battle ahead might be, they would in all probability have more readily assisted each other : and the attacking fleet, it must be considered, was not at that time in a connected order of battle.

“ When a fleet endeavours to run to leeward, after having been engaged, it is obvious that the disabled ships must be left behind ; and consequently taken, if the enemy to windward should continue to pursue. But if the French admiral had gone to leeward no faster than his disabled ships ; or rather, if he had endeavoured to make the best of a confused action for the remainder of the day, it is doubtful, if so complete a victory over him could have been obtained.

“ It likewise deserves notice, that notwithstanding the great length of time during which the two fleets were engaged, in little wind and in smooth water, very few men were killed, and the damage done to the ships was inconsiderable. Large ships, in general, cannot be engaged closely, and in smooth water, without great slaughter. It would appear therefore, that the different actions between the several parts of these two formidable fleets, must have been but of short duration ; or that some of them must

have engaged at a considerable distance from each other. The whole number killed in the British fleet, including both engagements on the 9th and 12th of April, did not amount to more than two hundred and sixty men; a number which has been exceeded in an action of an hour or two with six or seven ships. From this view of the important victory of the 12th of April, so decisive of the fate of the French naval force in the West Indies, it may be inferred, that it was gained at a very small expense by the conquerors: and that, if the French admiral had not retreated before the wind, so great an advantage, over such a fleet as his, must have been bought at a much dearer rate.

“The last circumstance upon which any observation shall be made is, the general confusion of the whole action, owing to the change of wind.

“French sea officers are supposed to be more particularly instructed concerning the movements of ships in fleets than those of Britain: and their directions in certain cases which are most likely to occur, are clear and definite. But in an uncommon and improbable situation, such as that which happened about ten o'clock on the 12th of April, their plan and instructions became useless; and nothing could have collected the fleet in the best defensive position but the comprehensive understanding of a real thorough bred seaman, conversant in the motions of fleets, who could direct every movement of his ships by a clear and extensive system of signals.

“The conduct of the French rendered all the steps which the British ought to take so evident, that no mistake could be made on their part. They had only to pursue and conquer those ships which the bad management of the French had left without protection. In this action, therefore, the gross mistakes which were made in the attempts to recover order in the French fleet, completely destroyed all hopes of success; and those who are acquainted with the circumstances of the battle, have not been surprised at the loss which they sustained, but have rather wondered, that so many of their ships should have escaped; and have attributed to the intervention of darkness alone the saving of this formidable fleet from utter destruction.”*

* The authority of Beatson, we think, is borne down by that of Cumberland, who, in the account which he has published of his own life, clearly proves, that Admiral Rodney conceived the plan of breaking the enemy's line several years before the battle of the 12th of April. Cumberland sat next to Admiral Rodney, at dinner, at the house of Lord George Germain:

MR. EDITOR,

MANY of the public prints have recently noticed the striking manner in which the 13th chapter of the book of Revelations seems to describe the general character and blasphemies of Buonaparte; and as the Bible is much read, and sometimes very ably commented on, by many of your naval readers, I have inserted this curious passage.

I wish not by any means to insist on the actual meaning of this passage being adapted to the Corsican tyrant, but it certainly most

after dinner, the conversation having turned upon the mode of manœuvring columns, and the effect of charging with them on a line of infantry, the admiral caught the idea; and, having arranged a parcel of cherry stones on the table, he declared his determination so to pierce the enemy's line of battle, should it ever be his fortune to bring them into action, and swore that he would lay the French admiral's flag at his sovereign's feet.—Mr. Cumberland farther relates, that his friend, Sir Charles Douglas, the admiral's captain on the day of the victory, confessed to him, that he had been averse to the experiment; that, in discussing it with Sir George, he had stated his objections; and that he got no other answer, than that "his counsel was not called for, he required obedience only, he did not want advice." The anxiety of Sir George, in watching the progress of his manœuvre, and his joy at its success, are additional proofs of its having been predetermined.—The whole of this interesting passage is given in the XVth volume of the NAVAL CHRONICLE, page 396; and the veracity of the writer, we imagine, will not be impeached.

Mr Clerk, in his *Naval Tactics*, as we have stated in our memoir of Lord Rodney, (a) observed that, in the course of the actions of the 9th and 12th of April the following maxims were illustrated:—the difficulty which an enemy's fleet will find, in making an escape to the leeward; that the crippling of some of his ships will be a necessary consequence of the efforts made to effect this escape; and that the protection given to ships, crippled in consequence of these efforts, as it was the cause of bringing on the actions of both the 9th and 12th, and had nearly produced an action on the 10th, will also be a cause of bringing on an action on all future occasions, of the like nature, or in like circumstances.

The prediction of Mr. Clerk has been remarkably fulfilled; as, with the exceptions of the battle of the Nile, where the French fleet was at anchor, and of the battle of Trafalgar, in which a most important improvement was adopted, the battles of Howe, of St. Vincent, of Duncan, and of Nelson may all be considered as having been fought upon the system of Rodney.—
EDITOR.

(a) Vide NAVAL CHRONICLE, Vol. I. page 390.

exactly corresponds in every respect; and therefore merits at least general attention. J. J. S.

“ Chap. xiii. And I stood upon the sand of the sea, and saw a beast rise up out of the sea (*Corsica*), having seven heads and ten horns, and upon his horns ten crowns (*the exact number of kingdoms which the tyrant has usurped*), and upon his heads the name of blasphemy. And the beast which I saw was like unto a leopard (*notorious for its subtilty and love of blood*), and his feet were as the feet of a bear, and his mouth as the mouth of a lion; and the dragon (*Satan*) gave him his power, and his seat, and great authority. And I saw one of his heads as it were wounded to death; and his deadly wound was healed, and all the world wondered after the beast. And they worshipped the dragon which gave power unto the beast; and they worshipped the beast, saying, *Who is like unto the beast, who is able to make war with him?* And there was given unto him a mouth speaking great things, and blasphemies; and power was given unto him, to continue forty and two months.” (This is nearly the time in which Buonaparte has held consular and sovereign power.)

It is unnecessary to insert any more of this extraordinary chapter, which may so easily be referred to, than the last verse.—“ Here is wisdom. Let him that hath understanding count the number of the beast; for it is the number of a man, and his number is six hundred threescore and six.” This number exactly corresponds with the letters in the Corsican’s name, reckoning them according to the number affixed to each, before the introduction of letters:—N 40, A 1, P 60, O 50, L 20, E 5, A 1, N 40; which makes Napoleon: and then, B 2, U 110, O 50, N 40, A 1, P 60, A 1, R 80, T 100, E 5; which makes Buonaparte; and the amount of the figures produces 666.—The curious reader will find additional remarks in Fleming’s Commentaries on the Revelations.

REMARKS ON THE PARLIAMENTARY DUTIES OF NAVAL OFFICERS.

LETTER IV.

SIR,

IN the preface to the volume of the NAVAL CHRONICLE just completed, you venture to say, “ we know we deliver the general sentiments of our countrymen, when we express a wish that the venerable Lord Barham was again stationed at the helm,

and the experience and determined spirit of Earl St. Vincent again seen and felt on his old station off Cadiz." *

Our walks through life, sir, must lead us among men of very distinct opinions, for I hardly meet a man who does not most earnestly deprecate such appointments. I am a great admirer of Lord Barham, and think most highly of his respectability and worth; but the character of the Board of Admiralty, when he presided there, was of a dry, unconciliating, cold, depressing nature; and I never saw less animation in the service than in those days. Why do not your friends pant for the return of Lord Spencer, where the enlightened statesman, the steady man of business, the accomplished gentleman, and a very considerable knowledge of the navy and its officers, made all things easy, the service beloved, and animation pervaded all ranks. There was certainly an error of considerable magnitude respecting the mutiny at Spithead, otherwise I have always heard the conduct of his lordship at the head of the Board highly approved of. I shall perhaps, at a future time, offer you some remarks on that unhappy period, as they may apply to the management of men in more fortunate situations. But to return to Lord Barham. It is so long since his lordship was at sea, that he can hardly be said to possess any experience of the naval service of the present day, so much has it changed, and I will with pleasure add improved. I repeat, sir, that I very much esteem Lord Barham, with whom I have been formerly acquainted, and have been obliged by; but in speaking of a man in his public character, the consideration of the private must cease, and I could not let the paragraph in your preface pass without one negative to your assertion, even when so very respectable a name was brought forward.

The other character, whose return to the command of a fleet you seem to think would be *unanimously* welcomed, has been so much and so very freely canvassed by the public, that his lordship need not be surprised if your pauegyric should have called forth some animadversions. I am as ready as any man to extol his blockade of Cadiz, his rigid and excellent economy of stores (at that time), his judicious and spirited conduct during the dreadful days of mutiny; and I am not one of those who would shade his laurels of the 14th of February beneath those of Lord Nelson.

* Having expressed this sentiment, which some may consider to be a partial one, we feel ourselves called upon to give place to the present animadversions of our Correspondent, E. G. F. observing, however, that we most pointedly deprecate every species of personal attack.—Ed.

His attack of the Spanish fleet on that day must be for ever eminent in our naval annals; nor can the greater victories of succeeding days ever prevent the name of Earl St. Vincent from standing high, very high in our list of naval victors; I was about to write *heroes*, but I cannot find any good definition of the latter word, that applies direct to the character of his lordship. The glories of the 14th of February may perhaps have dazzled him beyond the powers of his mind to bear—for there are not many minds strong enough to surmount success and its consequent applause, particularly whilst possessed of very high power. But from the days of the Foudroyant upwards, the ruling passion and the predominant character have been the same. His lordship's wound, and the capture of the *Pegase*, merited not a reward; and I know hundreds of officers who would have been ashamed to receive it, for an action under such circumstances.*

As a conqueror at Martinique, the earl and his comrade are stated to have exacted as severe pecuniary claims as ever a subdued country was subjected to; † and I question whether any people ever suffered more totally unnecessary hardships and deprivations, or that the feelings of officers were so insulted and wounded, as when his lordship commanded the Channel fleet. Do you want his lordship in power because he is a reformer of abuses? What were his own emoluments when living ashore at Torbay, Cawsand Bay, or even in London, or perhaps Essex; whilst all under his

* This remark appears to be deficient in candour. Public honours and rewards, unless notoriously misbestowed, ought never to be called in question; as, in addition to the satisfaction which they impart to the individual immediately concerned, who feels his services warmly appreciated by his country, they operate as powerful stimulants to future and general exertion. The case of Earl St. Vincent, however, requires no apology. The capture of the *Pegase* was generally acknowledged to be a gallant exploit; and, on that subject, Admiral Barrington, in his official letter to the Admiralty, says:—"My pen is not equal to the praise that is due to the good conduct, bravery, and discipline of Captain Jervis, his officers and seamen." *Vide NAVAL CHRONICLE*, Vol. IV. page 9.—The Foudroyant and the *Pegase* were closely engaged for three quarters of an hour; and, respecting the wound which Captain Jervis received, it so severely affected him as to endanger his sight; nor, we believe, have the consequences ever been completely removed.—ED.

† On this point, before he forms his opinion, the reader will do well to consult the vindictory letter of Sir John Jervis and Sir Charles Grey, addressed to the Duke of Portland, in the IVth volume of the *NAVAL CHRONICLE*, page 14, *et seq.*—ED.

command were suffering the confinement and attendant deprivations of the inhabitants of a town in a close siege? These are not the characteristics of a man I wish to see possessing any sway in Great Britain. I must add, that the manner in which the few reforms that were made under his lordship's auspices were so conducted as to lose all their good effect, by making reform appear hateful. Is it possible that the circumstances which took place between his lordship and the Navy Board, and the published correspondence between him and Sir John Orde, can have been taken into consideration, and after that a wish expressed to see power vested in such hands? Were his lordship's talents tenfold superior to what they are or have been, yet his mode of rule appears to me so truly *anti-British*, that I cannot wish to see him in power in any extremity. The system by which the ships in commission during the late short peace were managed, reminded me of the days of terror and *espionage* which marked the career of Robespierre; and when was the navy of Britain so long fitting for sea as at the breaking out of the present war? I have heard it said, that his lordship simplified the service by reducing the number of ranks, he himself constituting the *first*, and all the admirals, captains, officers, and men under his command, the *second*.

You will, I trust, Mr. Editor, allow that I am willing to grant to his lordship certain merits and claims upon the public; but I am clear that no merits were ever more fully rewarded, no claims more amply compensated. He has served—and the public have paid him: let us then consider the matter settled.

A gallant and veteran officer is reported to have once told his lordship that “he had a tongue like a cow, one side rough, to rasp a man sore, and the other smooth, to lick it whole again.” The anecdote which led to this address is so striking and characteristic, that I wish I could detail it; but as it only came to me at second hand, I am afraid of being incorrect.

Most cordially do I join with you in the wish that officers were selected by merit, and that party and faction had lost their sway. Hand in hand with corruption, the tyranny of faction is sapping the vitals of our excellent constitution, and wherever public spirit and patriotism may have fixed their residence, it does not appear to be in the minds of those whose high situations would enable them to exert these national blessings with effect. These disgraceful days, when to speak of the reform of abuses is considered by too many as expressions of rebellion or disloyalty, can never last long; the genuine good sense of honest John Bull must soon per-

vade the mists which now darken his political horizon, and dissipate the heavy clouds of corruption which hang portentous around him. I should think that ere long, addresses from all quarters will speak the sense of the people, who begin to feel deeply how fast their liberties are curtailing, and how little attention has been paid to those who have pointed out the gross and lavish expenditure of public money, and the melancholy and degrading list of placemen and pensioners. When will the list which Lord Cochrane moved for in the House of Commons be produced?

I should much like to see an address to his majesty from the officers of the navy, humbly praying, that till the blessed days of general reformation of abuses arrive, the navy may at least be taken out of the vortex of faction. That his majesty would be graciously pleased to inquire into the causes why some officers have all their wishes granted at the first application; whilst others, of eminently superior attainments and desert, solicit in vain, for years. That an examination should take place, why certain admirals of high reputation remain ashore, and why certain admirals are now in high command afloat. Delicacy forbids my pointing out the physical as well as professional reasons which would weigh heavy in some cases, because I blame not so much the appointed as the appointers. I do think that an able pen might produce a very striking memorial on this subject.

But to return to John Bull. This honest character equally detests a tyrant and a courtier; therefore, if there is a man in our service, who, when in power, makes a tyrannical use of it, and can at other times degrade himself into a fawning sycophant; who will not scruple to wound the honest feelings of those under his command, and to soothe and flatter the vices of those above him, why above all things, Mr. Editor, let not such a man as this come among us. I remain, sir, &c.

E. G. F.

Errata, in Letter II. of "Remarks on the Parliamentary Duties of Naval Officers."—Vol. XIX. page 466, line 4 from the bottom, for *voted* read *acted*.—Vol. XX. Letter III. page 33, line 12 from the bottom, for *same* read *game*.

MR. EDITOR,

I SEND you two fresh proofs of our national prowess at sea, which need no comment.

Yours, &c. ROBUR.

Rev. Chron. Vol. XX.

“Capt. Booth, of his majesty’s ship the *Adventure*, and Hodge Aly, captain of the *Two Lyons and Crown of Algiers*, otherwise called the *Great Genoese*, a ship of 40 guns, and 327 men, besides 88 Christian slaves on board, had an engagement in 1681, the particulars of which are as follows:—“The *Adventure* cruising alone between Cape Spartell and Cape Trafeldeggar, on the 16th of September, about break of day, discovered the abovesaid ship towing of a pink after him; but finding the *Adventure* gaining on him, he cut off the pink, after he had taken out all the men but two English, who hid themselves in the hold: about two in the afternoon, the *Adventure* came up with them, and fired his great and small shot into her, and laid him on board; but the Turk having the advantage of the wind, cleared himself of her, though he received great damage from the grenadoes that were thrown into him by the English; notwithstanding he was boarded twice, he obstinately maintained the fight till eight in the evening, within pistol-shot, during which he had disabled the *Adventure* so in her masts and rigging, that she was forced to lie by to put new topsails to her yards. The loss of men on our side was so great, that there was not one left on the quarter-deck, which gave him an opportunity of rigging himself. About nine the next morning the *Adventure* engaged him again, and brought his mast by the board, when she received a shot in the round-house, where one of the king’s cripples had hid himself, with three cartridges of powder, which by a great shot was fired, and blew him out of the round-house upon the quarter-deck, and with him seven or eight grenadoes which were there, the shells of which breaking, killed most of the men on the quarter-deck, and wounded Captain Booth in the neck; but another shot from us bringing the Algerine’s main-mast by the board, they immediately called for quarter, which being granted, we took possession of her, where we found the captain wounded, and five of his under captains, four of which were Hamborough and Danish renegadoes, the other was nephew to the governor of Algier; the reason of their disputing it so obstinately, was their having on board an old Turk, one Abraham Rees, who had been formerly Admiral of Algier: in the engagement we had killed and wounded 55 men.”

LETTER FROM CAPTAIN SHOWEL.

“*James Galley, in Tangier Road, Sept. 19, 1681.*

“About ten in the morning we saw a ship S.W. by W. five leagues from us, which immediately we chased, with the wind at

E.N.E. and N.E. by E. where it continued all day ; she steered S. by W. At 8 this evening we wore within call : she hailed us in several languages ; we answered we were French ; she told us she was the *Half Moon*, of Argier, and had been from thence ten weeks ; we inquired for Sallee men of war, and because we suspected he was one, commanded his boat aboard, which he denied : in such like discourse we held him, until we were along his larboard side ; being the weaker side, I resolved to board him thwart the hawse, by reason there went such a sea, that I was confident of bringing his bowsprit and foremast by the board ; but he suspecting my design, put his helm a-port, and made his starboard side his weather side ; I fired all my guns into him ; the *Saphire* being a quarter of a mile astern of us, took the advantage, and before the Turk could trim his sails, run him on board on the starboard side, abaft the fore chains ; it was then half an hour past eight in the night, I endeavoured to be 'thwart his hawse, and twice missed ; the third I laid him on board, that his bowsprit was amongst our main shrouds : but with the way, we had brought his ship a little about, and our fore braces being shot, could not back our head sails, that we shot clear of him a quarter of an hour : soon after the *Saphire* was clear of her, and fell astern, occasioned by the loss of her bowsprit and foremast ; it was then three quarters past nine ; I then having to deal with him alone, with all his masts standing, and steering away before the wind, resolving to be 'thwart his hawse—for my guns being but six-pounders, it was not to be hoped they could do much good in shooting down their masts ; so soon after ten, with all his sails full, I sheered 'thwart his hawse ; he broke two of our main shrouds and our main chains, and two of our mizen shrouds and mizen chains, with our gunwale down to the deck ; but we broke his bowsprit head, cat-water, knee and cheeks of his head, so that he had a smooth stem quite below the water's edge ; we lay 'thwart his hawse about half an hour, and being entangled with his rigging, we fell along his side, with our head to his stern, half an hour or more ; in which time the rigging broke, and he got off from us, but I again laid him on board on the starboard bow, where we lay, to keep him from securing his masts, which I expected would fall every moment, and within about a quarter after one of the clock, his foremast came by the board ; soon after, his main and mizen masts ; then I laid my sails a-back, and called to them, and they answered, they yielded ; we immediately went to work to secure our masts, &c. which was not done before daylight, at which time we went on

board and took possession, which we found to be the Half Moon, of 32 guns, and came out of Argier, with 246 men, of which 39 were Christians, of which twenty English. They took a small English ship, bound to Barmoodus, with seven English, which they have, and burnt the vessel. The captain of the said Half Moon was a Turk, and the lieutenant an English renegado, whom I caused to be hanged at my yard-arm. The damage we received was eighteen men killed, and thirty wounded, and both main and foremast spoiled; we took him forty-five leagues S.W. by W. half way from Cape Spartell. There were killed upon him ninety three Turks and Moors, and most of the living wounded, and they positively inform me, that except the White Horse, and Canaries ship, there was not a better than she in Argier. The Sapphire had seventeen men killed, and thirty wounded, and by destroying the ablest Turks on the quarter-deck, much disposed them to a surrender, though not able to come up to board her."

PLATE CCLXIV.

WE are indebted to Mr. William Westall for the drawing from which the annexed engraving was made. It represents Malay Proas, and a view of the south side of Coupang Bay, in the Island of Timor.

These proas are very fast sailers, either by or from the wind; they have two masts, which are fixed to the sides of the vessel, and meet together in a point at the top: they frequently go voyages of 1,100 miles and upwards, and are used all over the Malacca Islands.

CORRECT RELATION OF SHIPWRECKS.

No. XXVIII.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

FALCONER.

LOSS OF THE SHIP THOMAS, OF LIVERPOOL.

THE following account of the sufferings of the crew of the Thomas, is copied from a Barbadoes paper of the 14th of October, 1797.

“ On Tuesday afternoon last drifted on shore on the north-east part of this island, a boat with two men and a boy. Of all human sufferings, few, if any, can exceed what these miserable ill-fated mortals experienced; nor can dangers equal what they encountered, at the recital of which our blood freezes, and our feelings cannot but be deeply distressed at the relation of such a scene of human misery.

“ These are part of the crew belonging to the ship *Thomas, M'Quay*, of Liverpool, on his middle voyage from the coast of Africa to this island. From that coast being infested with French privateers, Captain M'Quay had taught his male slaves the use of arms, in order that they might aid him to repel the attacks of the enemy, should any be made, as he had had frequent skirmishes with them the last voyage. But instead of becoming auxiliaries in his defence, they took advantage of his instructions, and seizing his ammunition-chest on the 22d of September, early in the morning about 200 of them appeared on deck, accoutred, and fired on the crew, some of whom fell; others, in dismay, jumped overboard, who were also fired at; whilst others cut away the boat lashed to her stern, and took refuge in her, by escaping through the cabin windows, leaving the captain and the rest of the crew endeavouring to quell the insurgents, by discharging such arms as are usually kept in the cabin; but upon the captain's observing that some were in the boat, and about to desert the ship, he remonstrated so warmly, as to induce them to return; but they perceiving that they were overpowered, and seeing no possibility of escaping the danger that awaited them, again secured the boat, and quitted the ship: of these were twelve.

“ Having fled from the fury of savage ferocity, they now became a prey to the winds and waves, to hunger and thirst; and after having suffered the horrors of these for some days, they providentially took a small turtle, whilst floating asleep on the surface of the water, which they devoured; and again being driven to distress for want of food, they soaked their shoes, and two hairy caps that were among them, in the water, which being rendered soft, each partook of them. But day after day having passed, and the cravings of hunger pressing hard upon them, they fell upon the horrible, dreadful expedient, of eating each other! and to prevent any contention about who should become the food for others, they cast lots, when he on whom the lot fell, with manly fortitude resigned his life, with the persuasion of his body becoming the means of existence to his companions in distress, but solicited that

he might be bled to death, the surgeon being with them, and having his case of instruments in his pocket when he left the ship.

“ No sooner had the fatal instrument touched the vein, than the operator applied his parched lips, and drank of the blood that flowed; whilst the rest anxiously watched his departing breath, that they might satisfy the hunger that gnawed them. Those that glutted themselves with human flesh and human gore, and whose stomachs retained unnatural food, soon perished with raging insanity, from putrefaction, as we conceived, superseding digestion. Thus the dreary prospect became the more so to the survivors, from seeing their fellow companions expire before them, from the very cause that ravenous hunger impelled them to imagine would give them existence. Those that remained attribute the preservation of their lives to having rejected following the example of their fellow-sufferers. Indeed they assert having refused risking their lives to the chance of a straw; but the majority having determined it, they could not refuse.

“ On Tuesday morning, the 10th instant (being the 38th day), the lonely travellers descried the shore; but having no helm to guide the boat, despair took possession of their almost exhausted spirits; and, being hopeless, resigned themselves to death. That Providence, however, without whose knowledge a sparrow does not fall to the ground, and whose gracious interposition in favour of the two has been apparent, became their helm and guide, and directed them to the shore, which, when having approached, worn out nature could scarcely permit them to leave the boat and embrace the earth so fervently wished for; the boy having fallen into the surf, and unable to make an effort, was drowned.

“ The two men exerting their little strength, crawled on their bellies to the mouth of Joes river, where they slaked their thirst, and being discovered by a Mr. Masco^{ll}, he hospitably gave them that assistance which humanity dictates, and such extreme distress required.”

PHILOSOPHICAL PAPERS.

ACCOUNT OF THE MAGNETIC MOUNTAIN OF CANNAY.

By George Dempster, of Dunnichen, Esq.

(From the “*Transactions of the Society of Antiquaries of Scotland*,” Vol. I.)

CANNAY is an island of ten or twelve miles in circumference, with an excellent harbour. In it is a hill of some height, called the Compass Hill; in which there is a little hole dug about a foot or

two in depth. A compass placed in this hole is instantly disturbed, and in a short time veers about to the eastward, till at last the north point settles itself in a due southerly direction, and remains there. At a very little distance from this hole, perhaps on the very edge of it, the needle recovers its usual position.

This singular circumstance was known when Martin wrote his account of the island, and is taken notice of by him. He indeed says the compass then settled at due east, which is also curious. What increases the singularity of this alteration in the needle, is a discovery lately made by Hector M^cNeil, Esq. tacksman of the island. He mentioned the circumstances to us, and Lord Bredalbane, Sir Adam Fergusson, Mr. Isaac Hawkins Brown, and the rest of the company, went to examine the fact. The harbour on the north side is formed by a bold rock of basalt, which may be about half a mile below, and to the southward of the Compass Hill, of which this rock is a continuation. We rowed under this rock, and when the boat reached its centre, immediately under the rock, and almost touching it, the north point of our compass veered about, and settled at due south, and remained there: this experiment was frequently repeated with the same success; but this effect was confined also to a very small part of the rock, which seemed to us directly south from the hole on Compass Hill. At a little distance, on either side, the needle recovered its usual position. His lordship then directed the boat to row with great quickness past the rock, when, upon our crossing the place which had before affected the needle, it was again affected during the passage, though very quick, and recovered soon after passing this point. We could hardly venture to assign any cause for these appearances, but by supposing something magnetical in the rock, extending the whole distance from the Compass Hill to the headland at the mouth of the harbour; if this should prove to be the case, we had no scruple in pronouncing this to be the largest loadstone as yet discovered in the world. A part of the rock was broken off at the very spot where this affection of the needle was observed, and was applied to the compass when removed from the rock, but it seemed to produce no effects upon the needle whatsoever: also, the compass was carried about the length of the boat from the rock, and it was also placed in the same line on the opposite side of the harbour, at about a quarter of a mile's distance; neither of these experiments produced any effect on the needle.

In this island there are many columnar appearances, not unlike

to Staffa; and several, both straight and bent, and every way irregular, which seems also to have, like Staffa, escaped observation till very lately.

MARINE DESIGNS, NAVAL PORTRAITS, &c.

IN THE

EXHIBITION AT THE ROYAL ACADEMY,

M,DCCC,VIII.

THE FORTIETH.

Τοις δ' αὖτο νηυσὶν τετατο δρομος
 ——— πατασσι δὲ θυμὸς ἰκαστοῦ,
 Νηὺς ἱερμένων.

HOMER. ILIAD. XXIII.

R.A. *Royal Academician.* A. *Associate.* H. *Honorary.*

A VIEW of the European factories at Canton, in China.

W. Daniell, A.

View in Portland island, with smugglers.

E. Garvey, R.A.

A view of Woolwich, as it was in the year 1785.

P. Sandby, R.A.

Portrait of Lord Mulgrave.

Sir W. Beechey, R.A.

Destruction of the Droits de l'Homme French ship, of 74 guns, and 1,600 men, by his majesty's frigates Indefatigable, Captain E. Pellew, and Amazon, Captain Reynolds, with which ships she sustained a desperate running fight of ten hours, and with the Amazon was wrecked in Audierne bay, on the morning of the 10th January, 1797. The Indefatigable with great difficulty cleared the danger.

N. Pocock.

Sea coast, with the remains of a wreck.

A. W. Callcott, A.

Portrait of Lieutenant Treacher, R.N.

T. Stewardson.

The death of Lord Nelson, in the cockpit of the ship Victory.

B. Best, R.A.

Robinson Crusoe's long-boat

T. Stothard, R.A.

Portrait of the Hon. Lady Hood

T. Lawrence, R.A.

Captain G. Manby's invention of effectually rescuing persons from vessels wrecked on a lee shore.

F. Sartorius.

A calm.

J. Ward.

A view on the Brandywine Creek, near Gilpin's Mills, State of Pennsylvania.

Perkins.

Tancanche, a celebrated water-fall, in Tinevelly district, East Indies.

T. Daniell, R.A.

- A pilot boat putting off at Aldborough, Suffolk. *G. Arnald.*
 A river scene. *A. W. Callcott, A.*
 The Gulley Brava, in the island of Madeira. *J. Laporte.*
 Hero and Leander *J. J. Hall.*

" Welcom'd with open arms her panting guest."

Fawkes' translation from Mæneus.

- Fisherman *J. Linnell.*

The very gallant defence made by the Queen Charlotte Berwick smack, Mr. W. Nesbitt commanding, which, by superior skill and bravery, after an action of one hour and a half, beat off a French privateer of 14 guns, near Cromer, January 4, 1804.
Captain Richbell, H.

ANTI-ROOM.

- Sea piece. *C. M. Powell.*
 A sketch on the banks of the Thames. *Miss H. Gouldsmith, H.*
 A view on the Thames. *R. Tallemach.*
 The action between the Windsor Castle packet, of 150 tons, and 28 men, commanded by Captain Rogers, and le Jeune Richard French privateer, of 250 tons, and 92 men.—This gallant action is represented on the Frenchman's deck; the point of view is from his starboard main rigging; and the time, when the brave captain, followed by five men, has just boarded, and is in the act of shooting the French boatswain.—The two masts and fore-castle belong to the packet, and the circular wood work where the captain steps, is the platform on which the great gun travels. *S. Drummond.*
 Portrait of Captain Rosenhagen, R.N. *Miss M. Singleton.*
 Sailors at a mess in the half-deck *T. Thompson.*
 Ross's Tower, on the Water-of-Leith. *D. Skeuf.*
 View on the Severn, near Worcester *J. Whessell.*

COUNCIL-ROOM.

- The salmon-leap fall of the Liffey, near Dublin, Ireland. *R. Sass.*
 A view on the river Taaffe, Glamorganshire. *G. Walker, Esq. H.*
 View on the Thames. *W. Anderson.*
 A cottage on the North Shore, Liverpool. *J. Emery, H.*
 A view of the Rocks at Bristol Wells, with the ceremony of conducting down the river Avon the man of war presented by the city of Bristol to government. *B. West, R.A.*
 Death of Lord Nelson *W. Bromley.*

Part of Dover Castle	<i>Mrs. C. Long, H.</i>
Portrait of a Sandwich Island chief	<i>G. J. Henderson, H.</i>
South gate of Yarmouth.	<i>J. Henderson, H.</i>
A view on the sea coast.	<i>J. Field.</i>
Scene on the Wye.	<i>E. Dorrell.</i>

ANTIQUE ACADEMY.

View on the Thames, near Chertsey	<i>W. Daniell, A.</i>
Portrait of W. Bolton, Esq. captain of his majesty's ship Figgard, who so eminently distinguished himself by a daring <i>coup-de-main</i> in the conquest of Curaçoa	<i>J. Lonsdale.</i>
Plymouth Sound: a boat trawling: the Victory and other line-of-battle ships coming to anchor.	<i>T. Whitcombe.</i>
Selling fish.	<i>W. Hunt.</i>
A pair of sea views.	<i>S. Atkins.</i>
The Victory sailing out of Portsmouth harbour.	<i>T. Whitcombe.</i>
Portrait of Captain Styles, of the royal navy.	<i>H. Edridge.</i>
A view on the river Kennett.	<i>Mrs. Keenan.</i>
Cape Town, with the Table Mountain.	<i>S. Davis, H.</i>

LIBRARY.

A morning view on the sands at Worthing.	<i>J. Nixon, Esq. H.</i>
An engraving to commemorate the abolition of the African Slave Trade	<i>J. Collyer, A.E.</i>

MODEL ACADEMY.

The seaman's cottage, about to be erected at Sandgate, near Dover, for Captain Waller, R.N.	<i>P. F. Robinson.</i>
Design for a ship-lock for a national public dock.	<i>R. Dodd.</i>
Design for the garden front of a marine villa building in Norfolk.	<i>G. Hakewill.</i>
Design for a ship-lock for a national public dock, with interior gates for passing small vessels, and saving water.	<i>R. Dodd.</i>
Design for the garden front of a marine villa building in Norfolk.	<i>G. Hakewill.</i>
A triumphal column, designed for the commemoration of naval victories.	<i>W. Kinnard, jun.</i>
Design for a naval mausoleum and light-house.	<i>W. E. Rolfe, jun.</i>
Design for a monumental building, in memory and honour of our four glorious admirals, Howe, Duncan, Vincent, and Nelson.	<i>W. Pepper.</i>

Nabal Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more.

FALCONER.

THE DEATH OF LEANDER.

COLD is the night, and loud the rude winds roar,
No star is out upon its wonted sphere,
No plaintive music falls upon my ear,
And darkness reigns triumphant on the shore.
Still will I plunge as I have plung'd before,
For Hero still to my fond heart is dear;
Love's torch will light me o'er the ocean drear,
And guide me safely to her arms once more.
Ye wild gales, blow! ye baleful whirlwinds, howl,
Leander dreads not, and defies your rage;
Lash on, ye waves; ye savage tempests, growl
With all your force, a lover can engage!
Thus spoke the youth—disdainful spurn'd the shore—
Dash'd the rude sea, and sunk, to rise no more.

J. G.

THE RETURN OF SPRING TO SAILORS.

WITH rapid prow the buoyant vessels glide,
And cut the glassy surface of the tide;
The glassy surface, white with foam no more,
But smoothly flowing to the level shore,
Or settled in a deep and calm repose,
Unruffled by the breeze that scarcely blows.
For now the swallow's voice, heard faintly clear,
Spring's gracious zephyr wafts along the air;
Beneath the pent-house roof's embow'ring shade,
The amorous bird her clay-built nest has laid,
Securely guarded for her callow brood;
The cricket has his merry note renew'd;
And early foliage bursts through every grove;
And roses open at the touch of love.
Now set our anchors, free spread every sail,
And loose your cordage to the friendly gale!
Quit, quit the port, where the long winter's day
Has past inglorious, unimprov'd away.

Now tempt again the fortune of the wave,
 Seek other shores, and new adventures brave.
 So may the god of trade reward your toil,
 With every bounty shower'd on every soil,
 And guide your barks triumphant o'er the main,
 Laden with plenty to their homes again.

~~~~~  
 ELEGY,

*On View of a Shipwreck from the Sea Shore, which occurred lately off Birchinton, in Thanet, when the whole Crew perished except three Persons.*

THE wild wind's roar a moment ceas'd,  
 An awful pause succeeds;  
 Loud shrieks of terror strike the ear,  
 The heart with pity bleeds.

No human aid can interpose,  
 The shatter'd bark to save;  
 The whelming waves resistless close  
 The sailor's wat'ry grave.

No more the tender ties of home  
 Shall meet their blest return;  
 The wife, the parent, and the child  
 Through many a day shall mourn:

The stormy night shall wake their woes  
 From some delusive dream,  
 When oft to their fond arms restor'd,  
 The long-lost friend shall seem—

The friend with whom in early days  
 Their happiest hours were known,  
 Whether by school-day sports endear'd,  
 Or kindred claims their own.

Within the deep profound they rest,  
 Far from their native shore,  
 Till future ages pass away,  
 And man shall weep no more.

W. B.

## LINES,

*Supposed to be addressed to an anxious affectionate Wife,  
by her Husband.*

**A** DIEU, my love! our anchor's up;  
Wind east, for Brest we steer;  
Ere yon refulgent sun is set,  
The Land's-end we shall clear.

Adieu, romantic site,\* adieu!  
And thou, my heart's best joy—  
May health her choicest odours strew  
Around thee and my boy!

When rains swift pour, and Boreas breathes  
Her blasts around thy shed,  
Think not that briny ocean heaves  
Her waves o'er Henry's head.

For know, my love, when tempests roar  
Along fam'd Albion's coast,  
Ere they have gain'd proud Gallia's shore,  
Their fury all is lost.

Think on thy boy, his rising years  
Demand thy ev'ry care;  
Teach him to scorn unmanly fears,  
And all that's noble dare.

When peace shall smile, and war's alarms  
No longer fire my breast,  
I'll fly to clasp him in my arms,  
And on thy bosom rest.

*Cawsand Bay.*

## LINES,

*In Answer to the preceding, supposed to be written by the Wife.*

**H**OW sweet my HENRY's kind adieu,  
That on the wings of love was borne;  
When shall thy presence bless my view?  
When wilt thou finally return?

---

\* RAME-HEAD, the westernmost point which forms Plymouth Sound.



When shall the tow'ring head of RAME  
 No more a north direction bear ;  
 And blissful strains a peace proclaim,  
 As lasting as my love sincere ?

When gath'ring storms assail my roof,  
 And cares invade my anxious breast,  
 Convinc'd thy soul is tempest-proof,  
 And of its Maker's love possessed—  
 Still safely I recline my head,  
 And speak, or think, or dream of thee,  
 And pray that Heav'n may blessings shed,  
 And safely bring thee back to me.

May Heav'n its choicest blessings pour  
 On our dear boy, and guard his youth ;  
 The task be mine t' improve each hour—  
 To lead him in the paths of truth.  
 Then noble, manly, good, and brave,  
 He may in deeds heroic shine ;  
 For well HE stems life's hostile wave,  
 Whose Pilot is—the POWER DIVINE.

## NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(July—August.)

### RETROSPECTIVE AND MISCELLANEOUS.

**W**E are much gratified, in being able to state, that the intelligence from Spain continues to be of the most favourable description.

By one splendid victory, the entire province of Andalusia has been freed from the presence of the French, with a loss, to the vanquished, of from 14,000 to 20,000 men. The French general, Gobert, was killed in the action; and the other two generals, Dupont and Wedel, were taken prisoners of war.

The contemptible usurper, Joseph Buonaparte, had ventured to Madrid; but, in consequence of the reverses of the French, he left that capital abruptly, after a stay of only a few days, taking with him the regalia, and most of the valuable moveables, in plate, &c. from the palace.

“ He, like a thief, the precious diadem stole,  
 And put it in his pocket.”

Buonaparte himself reached Paris on his birth-day, the 14th of August; As a matter of course, great *rejoicings* took place; bells were rung, guns

were fired, the city was illuminated, and the most splendid *fetes* were given.

The tyrant, however, must unquestionably be greatly chagrined; and there are strong reasons for believing, that he is acting under an impulse of considerable alarm.

Extensive military preparations are going forward in Germany; and the general opinion is, that Austria meditates an immediate attack upon France.—Any circumstance of this nature must be favourable, as tending to divert the attention of Buonaparte from his main object—the subjugation of Spain.

The emancipation of upwards of 10,000 Spanish troops from the yoke of France and Denmark, under the auspices of the British navy, as will be seen by the official despatches of Admiral Keats, given in the *Extraordinary Gazette* of August 24, is another joyful event, which reflects much credit on all the parties concerned.

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By the arrival of the East India fleet, we have at length received the following details, by Sir Edward Pellew, of the annihilation of the Dutch power in the Indian seas:\*

*Madras, February 13, 1808.*

The following despatch, from his Excellency Rear-admiral Sir Edward Pellew, Bart. commander-in-chief of his majesty's ships and vessels serving in the East Indies, was this day received by the honourable the governor in council.

*To the Hon. WILLIAM PETRE, Esq. Governor in Council, Fort St. George.*

HON. SIR,—I have the honour to transmit to you a statement of our proceedings in this quarter, by which you will be informed that the whole of the men of war remaining to the power of Holland in the East Indies, have been finally destroyed. I cannot refuse to myself the pleasure of expressing my satisfaction, that in the execution of this service the most cordial understanding has reigned between the naval and military forces employed under the joint command of myself and Lieutenant-colonel Lockhart, and that in your selection of that valuable officer to co-operate with me on this occasion, I consider myself much indebted to you, sir, in council. It is my intention to proceed to-morrow on our return to Madras, part of the squadron making the passage through the Straits of Bally, and the rest under my flag by the way of Malacca.

I have the honour to be, Hon. Sir,

Your very obedient servant,

*His majesty's ship Culloden, off Griessee,*  
December 15, 1807.

EDWARD PELLEW.

Having sailed from Malacca on the 20th ult. we arrived with the

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\* Vide page 68 of the present volume.

squadron named in the margin,\* off Point Panka, at the eastern extremity of Java, on the 5th instant, with the troops embarked on board them. The Fox reconnoitred Batavia on the passage, where a brig only was lying in the roads. The shoal water prevented the line-of-battle ships from proceeding beyond Sedaye, about ten miles up the harbour on the right, from whence, in conjunction with Lieutenant-colonel Lockhart, commanding the troops on board, the commander-in-chief sent a commission under a flag of truce, consisting of Captain Fleetwood Pellew, of his majesty's ship *Powerful*, Captain Sir Charles Burdett, of his majesty's 30th regiment, and Mr. Locker, secretary to the commander-in-chief, to treat with the commandant of the Dutch naval force for the surrender of the Dutch men of war under his command, lying at Griessee in a dismantled state. A copy of their proposals follows. On their arrival at Griessee, Mr. Cowell, the Dutch commodore, thought fit to detain the boat, and place them in arrest, contrary to the established rights of nations, sending information to that purport by one of his officers, and absolutely refusing to accept of any conditions for the surrender of the ships. The following morning, having lightened the *Culloden* and *Powerful*, the whole of the ships proceeded up to Griessee, cannonading a battery of 12 nine and 18-pounders, at Samhelangan, on the island of Madura, on the left, the fire from which with hot shot hulled several of the ships, but providentially struck no person on board them, and was soon silenced. The battery of Griessee fired but a few shot, also without effect. The gentlemen of the commission, and the boat's crew, by order of the commodore, on the approach of the British ships, were removed to Sourabaya, about 15 miles higher up the harbour; and they having represented to the governor and council of that settlement, to which Griessee is subordinate, the unjustifiable conduct of the Dutch commodore, they were released the following day, and accompanied by a deputation of three of their members on their return, to express the concern of that government (disclaiming all concurrence in this violent measure), and to receive the terms upon which a final arrangement should be made.

The affair being thus settled without further difficulty, the men of war named in the margin † were burnt on the evening of the 11th inst. they having been scuttled previous to the Dutch commodore's desertion of Griessee. The two former were very fine ships, but by great neglect were considerably wanting in repair. The *Kortenaar* had long since been cut down and employed as a sheer hulk; no other vessel of war was found in the harbour. The grenadier company of his majesty's 30th regiment took possession of Griessee, and with a party of artillery has effectually destroyed

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\* *Culloden*, 74, Rear-admiral Sir Edward Pellew, Captain G. Bell; *Powerful*, 74, Captain Fleetwood Pellew (acting); *Caroline*, 36, Captain Henry Hart; *Fox*, 32, Hon. Captain Cochrane; *Victor*, 18, Capt. Thomas Groobe; *Samaring*, 18, Capt. Rich. Buck; *Seaflower*, 14, Lieut. W. T. Owen; *Jaseur*, 12, Lieutenant Thomas Laughame.

† *Worcester* transport; *Revolutie*, 70; *Plato*, 70; *Kortenaar*, sheer hulk; *Rustoff*, Company's ship, of 1000 tons, pierced for 40 guns.



the guns, military stores, &c. in the garrison, the naval stores being destroyed by a division of seamen landed from the squadron. The battery of Sambelangan has, agreeable to the terms of the treaty, been destroyed by the Dutch, and since inspected by the commanding officer of artillery. This service has completed the entire destruction of the naval force of Holland in the East Indies, the previous successes of his majesty's ships having deprived them of every other ship of war in their service on this station. The defenceless state of the ships now destroyed, which lay on shore alongside the hulk, their guns being landed, and the batteries being unequal to oppose the fire of the squadron, did not afford a sufficient opportunity to exercise the united naval and military forces employed on this service, but the difficulties which have been surmounted in bringing up the ships to Griessee, have called forth that active zeal and perseverance which is highly creditable to the exertions of the respective captains and commanders, and every person on board.

The commander-in-chief feels himself greatly indebted to Lieutenant-colonel Lockhart, for the cordial co-operation with which he has been uniformly actuated in this undertaking, and for the valuable assistance received from the officers and troops under his command; he has also to regret that the circumstances under which the force has been employed did not reward them by an opportunity of distinguishing themselves on shore, with their accustomed ardour and intrepidity.

It appears also, by the following letter from an officer of the 14th regiment, that we have taken the Danish island of Tranquebar:—

*“Tranquebar, February 19, 1808.*

“We embarked on the 10th instant at Madras, on board his majesty's ship *Russell*, and sailed at daybreak the following morning. On the afternoon of the 12th we reached our destination, the mouth of the river Caveri, off the town of Tranquebar. The place was immediately summoned, and articles of capitulation were signed at 10 P. M. between Colonel Watson and Captain Caulfield, on the part of the British, and the deputy-governor on the part of the Danes.

“The flank companies of our regiment took possession of the place on the morning of the 13th. But as the outward-bound fleet, under Admiral Drury, appeared off here as we were landing, we expect to be immediately relieved, and to proceed to Calcutta.”

The following account of the capture of the Piedmontaise frigate, is given in a letter from an officer, passenger in the Hon. Company's ship *Charlton*:—

“The Piedmontaise, the terror of the Indian seas, so renowned for her success and swift sailing, mounting 50 guns, and 500 men, has been captured at last. The *St. Fiorenzo*, Captain Hardinge, has had the glory of conquering her. After three bloody engagements, on three successive days, she struck her colours. The brave Captain Hardinge fell in the last engagement.—That desperate French officer, Moreau, was the second captain in the Piedmontaise. This is the man who stabbed Captain Larkins,

after the capture of the Warren Hastings; and whom Sir Edward Pellew denounced, in his public orders to the fleet, as a proper object of vengeance; if ever he should be taken. Moreau conducted himself in a furious manner during the engagement. He would not suffer his ship to strike, and declared he should never be taken by the English alive. At last he discharged his pistols into his own body, and was thrown overboard, at his own request, before he was dead. When the Charlton was coming out of Columbo, on the 11th of March, we saw the St. Fiorenzo towing the Piedmontaise towards Columbo. The Piedmontaise was totally dismasted, and the St. Fiorenzo appeared to be in a mangled condition, and more shattered in the hull than her prize. We did not know at first what ships they were. Our second officer, accompanied by the Rev. Dr. Buchanan and some other of the passengers, went on board both of the ships, and carried with them a supply of pine-apples and other fruits for the sick and wounded. One of the French officers gave the following account:—"The Piedmontaise having heard that three East Indiamen, viz. the Charlton, Metcalf, and Devonshire were to proceed from Bombay to Columbo, without convoy, formed the design of intercepting them at Cape Comorin, where she was sure of falling in with them, and had determined to fight the three ships.—Her plan was to board the first Indiaman she came up with, without firing a gun, and to throw on board one hundred and fifty men, by which means, said Moreau, 'we shall be sure of two of them at least.' Accordingly, on Sunday morning, the 6th day of March, the Piedmontaise discovered the three Indiamen off Cape Comorin, and was just going to bear down upon them, when she saw the St. Fiorenzo come in sight. She then made off, and the St. Fiorenzo chased her. We now recollected that, on that very morning we had seen two large ships, one on the right, and one on our left, but we did not know who they were, and quietly continued our course, perfectly ignorant of our danger, or our deliverance."

The action is more particularly described in the subjoined statement:—

"On Friday the 4th of March, 1808, his majesty's ship St. Fiorenzo, Captain Hardinge, sailed from Point de Galle, Ceylon. On the 6th, at seven A. M. she passed three Indiamen, the Metcalf, Devonshire, and Charlton, and soon after saw a frigate bearing north-east. The St. Fiorenzo immediately hauled her wind in shore, and made all sail, being, at that time, in lat. 7. 32. N. and 77. 58. E. She made the private signal, which was not answered, and at five shewed her colours, which the stranger took no notice of: at 11. 40. P. M. ranged alongside of him on the larboard tack, and received his broadside. After engaging ten minutes within a cable's length, the enemy made sail a-head out of the range of the St. Fiorenzo's shot. She ceased firing, and made all sail after him, continuing to come up with him till day-light, when, finding he could not avoid an action, he wore, as did the St. Fiorenzo, and, at twenty-five minutes past six recommenced the engagement, at the distance of half a mile, gradually closing with him to a quarter of a mile. The fire

was constant and well directed on both sides, though that of the enemy slackened towards the latter part of the action. At 8. 15 A. M. the enemy made all sail. The *St. Fiorenzo's* main topsail-yard being shot through, the main-royal-mast, both main-top-mast stays, the main-spring stay, and most of both standing and running rigging and sails cut to pieces, and cartridges fired away, she ceased firing, and employed all hands in repairing the damages, and fitting her again for action. They kept sight of the enemy during the night, and at 9 A. M. on the 8th, being perfectly prepared for action, she bore down on him, under a sail: he did not endeavour to avoid the *St. Fiorenzo* until she hauled athwart his stern, to gain the weather-gage, and bring him to close fight, when the enemy hauled up also and made all sail; but perceiving the *St. Fiorenzo* coming up fast with him, and that a battle was unavoidable, he tacked, and at 3 P. M. they passed each other on opposite tacks, and commenced action within a quarter of a cable's length: when the enemy was abast the *St. Fiorenzo's* beam, he wore, and, after an hour and twenty minutes close action, struck his colours. She proved to be *la Piedmontaise* French frigate, commanded by Monsieur Epron, capitaine de vaisseau; she mounted 50 guns, long 18 pounders on her main deck, and 36 pound carronades on her quarter deck. She had 530 Frenchmen on board, and near 200 Lascars. She sailed from the Mauritius on the 30th of December. In the action she had 48 men killed, and 122 wounded. The *St. Fiorenzo* had 18 killed, and 25 wounded; among the former her commander, who unfortunately fell by a grape shot, the second broadside in the last action. Lieutenant H. G. Massay was badly wounded just before the enemy struck. Moreau, the second captain of *la Piedmontaise*, was severely wounded in the third action, and either threw himself, or caused himself to be thrown overboard. *La Piedmontaise* had her rigging cut to pieces, and her masts and bowsprit so wounded that they went by the board during the night. Lieutenant Dawson succeeded Captain Hardinge, and brought the *St. Fiorenzo* and *la Piedmontaise* (her prize) into Columbo on the 12th of March."

The following article is extracted from a most respectable periodical work, "*The Calcutta Monthly Journal*," bearing date January 6, 1808, with little hope, we confess, of its proving correct in its facts, but which is of too curious and interesting a nature to be suppressed:—

"We are informed that the *Greyhound*, during her late cruise, touched at the island of St. Mary's, near the coast of Madagascar. The king of that place, who speaks French, gave a very clear account of a line-of-battle ship and a frigate having arrived there in distress in the month of February last.—He further stated, that the ships had been caulted and repaired as well as circumstances permitted, whilst they lay off the coast, and that after staying a fortnight, the two ships again put to sea, having first salted and taken on board a hundred bullocks, with which the king had ordered them to be supplied. A description was given of the officers of the ships, which answered exactly to the persons



of Sir Thomas Troubridge, Captains Elphinstone, Bissel, and Pigot, of the Java. The first was said to be a tall and moderately stout man, remarkably upright, and having two gold epaulettes; the next a thin man, also with two epaulettes; the third a thin officer; and the fourth short and lusty; the two latter having but one epaulette each. A short lady was also mentioned, answering to the appearance of Mrs. Grey. There can be little doubt that these ships were the Blenheim and Java; and we are rather led to draw this inference, from the information that a line-of-battle ship in distress was distinctly seen, after the gale, by the inhabitants of Bourbon Island. Sir Thomas's flag, as admiral of the white, was also described as flying; the ships had all their masts standing.

"A dawn of hope therefore even yet remains that these vessels and their crews may have survived. It is true, Sir Thomas has not been heard of at the Cape, nor from South America; but it is yet probable that, although he was not able to get to the Cape, he may have steered for New Holland, or run his ships ashore on some intermediate island; and in this case (and such accidents are upon record), a long time may elapse before any account may reach India."

"That these ships survived the gale there can be little doubt; they might, indeed, have afterwards been lost in an attempt to reach the Cape or St. Helena; and this apprehension derives some force from the circumstance of the cross-trees of a Dutch-built frigate having been picked up near the Cape, with the Dutch mark upon it.

"Such is the information that has reached us, and as the fate of so many brave men naturally excites the liveliest anxiety in every feeling mind, we consider it our duty to submit the above to our readers, who will draw their own inferences from the facts stated."

A letter from Barbadoes, of the 10th of July, states as follows:—

"His majesty's schooner Flying Fish arrived here on the 8th instant from off Cadiz; and, in consequence of the communications received by her, the whole of the Spanish prisoners here were sent off in his majesty's ship Hussar, supposed for La Guira. His majesty's ship Belleisle, Captain Cochrane, Intrepid, and Ramillies, of the line, Blonde and Acasta frigates, with five or six smaller vessels, remain here. A report prevailed here that a French ship of the line, and one armed *en flute*, had arrived at Martinique, vessels of that description having chased his majesty's brig Julia to windward. His majesty's ships Captain and Blonde were sent to reconnoitre the harbour at Martinique, but saw nothing of them. His majesty's ship Netley upset in a squall off this place, and the whole of the crew perished, except a midshipman of the name of Rowe, and eight seamen, who were picked up by the Julia."

Intelligence from the West Indies, of a more recent date, represents the islands of Martinique and Guadaloupe to be in a state of insurrection, arising from famine, in consequence of the American embargo, and on the eve of surrendering to the English.

The American embargo, however, if we are to judge from the following article, dated New York, July 16, is not likely to be removed:—

"The Osage, so long expected, has at length arrived, and we are still in a state of uncertainty and doubt. England has made no concession for her outrage, and Buonaparte has made neither a declaration of hostilities, nor an absolute resolve to continue in peace with us. He has decreed that all American vessels which are found in the European seas after the 28th of April, shall be liable to seizure. The measure is predicated upon the supposition that they must have escaped from the United States, in the contravention of the embargo law, or that they were carrying on illicit commerce under cover of their flag. The same decree contains another remarkable clause, which amply displays the cunning policy of the French government—"That American vessels shall be subject to embargo in France, as long as the embargo continues in the United States;" because they assert that we laid the embargo, under the idea that the English, under the orders of council, would seize our ships, and that it would, in such case, benefit us."

### ISLAND OF CEYLON.

#### GENERAL ORDERS.

*Head-quarters, Galle, March 18, 1808.*

The *St. Fiorenzo* frigate, commanded by the late Captain Hardinge, has, after an action second to none that ever graced the annals of the navy, towed into the roads of Columbo the French frigate *la Piedmontaise*, more than double her force in point of men, and superior in the number of guns, and which had hitherto escaped the vigilance of the navy.

Lieutenant-general Maitland feels it his duty, as representing his sovereign in this island, to direct, that at four o'clock to-morrow the flag at the flag-staff be hoisted half flag-staff high, and that minute guns be fired agreeable to the number of years Captain Hardinge had so honourably lived, when his career was, so unfortunately for his friends and country, cut off.

This order will be read at the head of the troops when it arrives; and similar honours to the memory of Captain Hardinge will be paid in all the forts of the island on the day of its arrival.

### ADJUDICATION OF PRIZE CAUSES, IN THE ADMIRALTY COURT.

FRIDAY, JULY 15.

**GUILLAUME TELL.**—This was a French ship of war, which was captured on the 31st March, 1800, by his majesty's ship of war *Foudroyant*, and carried to Port Mahon, in the island of Minorca.—The question before the court was that of a claim of joint capture, set up on the part of his majesty's ships of war *Culloden* and *Northumberland*, on the ground of being associated with the squadron employed in the blockade of Malta and the harbour of La Valette, during which period the prize in question was effected.—The court, after recapitulating the evidence on each side, and making several observations applicable to the case, was clearly of opinion, that *the Culloden and Northumberland were entitled to share, and accordingly pronounced for the respective interests.*

**JENNY.**—This vessel, under Hambro' colours, laden with a cargo of wine, tobacco, and other articles, was captured by the private ship of war *Hero*, and brought to Plymouth; and the question now before the court was that of demurrage and expences, prayed on the part of the claimants against the captors.—*The court referred this case to the registrar and merchants, to ascertain if any, and what demurrage and expences were due.*

**PROSPER.**—This was a case in which costs and damages were prayed against the captors, on the ground of detention after sufficient proof of the property was produced to entitle the claimants to restitution.—*The court, under all circumstances, rejected that part of the prayer with respect to costs and damages generally, but condemned the captors in the costs of this day's hearing.*

**MELPOMENE.**—This was an American vessel, laden with a cargo of sugar, cotton, and various other articles, bound on a voyage from New York to Amsterdam. It appeared, in this case, that the ship and cargo had been already restored; and the reserved questions now before the court were those of costs and damages, and captor's expences: the first of which questions arose as follows—that after the seizure of the ship by the captors, in bringing her into Portsmouth harbour she ran upon the Warden Ledge, and received damage. There was likewise a charge of damage preferred against the captors in respect to the cargo.—*The court in this case, under all circumstances, allowed the claimants 100*l.* for the damage the ship had sustained, but dismissed that part of the case respecting the cargo.*

**BERSHIRE.**—This was a question of salvage. It appeared from the proceedings in this case, that this brig, in going into Woodbridge river, got on the beach by accident, and made a great deal of water, but by the exertion of the salvors she was brought safe into the river.—This being a case of slight salvage, *the court pronounced for the 10*l.* tendered by the owners in the first instance, with the addition of 6*l.* more, as a remuneration to the salvors for the service rendered.*

August 5.

**HENRIETTA CHARLOTTE**, Maas, master.—This Hamburg ship, laden with a cargo of fruit bound to London, was captured by a privateer, and carried into Plymouth. It appeared that while she was lying there, in consequence of a violent storm, she was lost, and the question was, whether the captors were answerable to the owners. *The court conceived that it was a justifiable seizure, and therefore rejected the claimant's petition.*

**FRAU MARGARETHA**, — master.—*Ship and cargo restored, on the ground of their coming within the relaxation of the orders in Council.*

**FRAU JOHANNA ELIZABETH**, Bobs, master.—*Captors' expences decreed.*

**EMANUEL**, Mayberg.—Remainder of the cargo pronounced to be Portuguese property. *Captors and British claimants' expences also decreed—freight and expences referred.*



## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, AUGUST 2, 1808.

*Copy of a Letter from Vice-admiral Sir James Saumarez, Bart. and K. B. Commander-in-chief of his Majesty's Ships and Vessels in the Baltic, to the Hon. W. W. Pole, dated on board the Victory, off Moon Island, July 15, 1808.*

SIR,

**I** HEREWITH enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter transmitted to me by Rear-admiral Sir Samuel Hood, from Captain Bathurst, of his majesty's ship *Salsette*, stating his having chased a sloop of war, under Russian colours, into Revel, and having captured his Russian majesty's cutter *Apith*.

I have directed the cutter to be surveyed and valued, being represented to be in every respect fit for his majesty's service; and, as vessels of this class are particularly required upon this station, I propose to appoint an officer to command her, and to man her with the men lately exchanged from Copenhagen.

I am, sir, &amp;c.

J. SAUMAREZ.

*His Majesty's Ship Salsette, off  
Norgen Island, June 24, 1808.*

SIR,

I beg leave to inform you, that having yesterday, in his majesty's ship *Salsette*, chased a sloop of war under Russian colours to Revel, where a frigate and a brig were lying, and taken a galliot partly laden with spirits, that was at anchor in the roads, in coming out with the latter saw a cutter off the north end of Norgen island, coming down with signals up, who soon after hauled her wind for the land; made all sail in chase, and closed with her at half past eight P. M. but on opposite tacks, and the wind dying away at the time she crossed us with her sweeps out, and returned our fire, by which, I am sorry I have to say, one, a marine, was killed: the wind continuing very light, and the cutter pulling away with her sweeps, prevented our closing again with her for some time, but a sudden squall of a few minutes brought the ship up with her about ten o'clock; yet, as they were near the shore, and it just then setting in dark, they persevered in their endeavours to escape after they were completely under and exposed to the fire of most of our guns; but, being hailed to lay in their sweeps, at a quarter past ten they did so, as it was then impossible for them to get away.

On taking possession she proved to be his Russian majesty's cutter *Apith*, commanded by Lieutenant G. C. Novelski, mounting fourteen guns, twelve-pounders, carronades, and manned with sixty-one men, four of whom were killed, the commander and seven wounded. She left Swenborg at noon the same day, to join the sloop of war we had chased in the morning, belonging to a squadron of four frigates and eight sloops stationed there.

The cutter is a very fine vessel, about two years old, exceedingly well fitted, and found in every thing.

I am, sir, &amp;c.

*Sir Samuel Hood, K. B. Rear-admiral  
of the White, &c.*

W. BATHURST.

*Copy of a Letter from Commodore Owen to the Hon. W. W. Pole, dated on board his Majesty's Ship Clyde, in the Downs, August 1, 1808.*

SIR,

In the absence of Vice-admiral Campbell, I have the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a letter addressed to him by Captain Maxwell, of his majesty's sloop *Royalist*, dated the 16th instant, acquainting him with his having captured the Danish schooner privateer *Aristides*, after a chase of three hours.

I have the honour to be, &c.

E. W. C. R. OWEN.

*His Majesty's Sloop Royalist, off  
Gottenburgh, July 16, 1808.*

SIR,

I have the pleasure to acquaint you of his majesty's sloop *Royalist*, under my command, having captured the Danish schooner privateer *Aristides*, after a chase of three hours. She is a remarkable fine vessel, American built, pierced for sixteen guns, having only six mounted, and forty-one men. She sailed in the morning from Flodstrand, victualled and stored for five months, intending to cruise on the coast of Scotland. At the time I fell in with him he was engaging an English packet, which vessel must have been captured had it not been for the timely aid of his majesty's sloop under my command.

I have the honour to be, &c.

Vice-admiral Campbell, &c. Downs.

J. MAXWELL.

AUGUST 6.

*Copy of a Letter from Vice-admiral Vashon, Commander-in-chief of his Majesty's Ships and Vessels at Leith, to the Hon. W. W. Pole, dated August 2, 1808.*

SIR,

I am to beg you will be pleased to lay before the Lords Commissioners of the Admiralty the enclosed letter which I have received from Captain Dix, of his majesty's sloop *Cygnat*, giving an account of the capture of the Danish privateer brig *Christiana*, mounting fourteen guns, with a complement of sixty men; out three days from *Christiana*.

The privateer has just anchored in Leith roads.

I am, &c.

J. VASHON.

*His Majesty's Sloop Cygnat,  
at Sea, July 27, 1808.*

SIR,

I beg leave to inform you, that, after a chase of nine hours, I had the good fortune to come up with and capture the Danish brig privateer *Christiana*, mounting fourteen guns, twelve 12-pounder carronades, and two long nines, manned with sixty men; out three days from *Christiana* without having made any captures. She is victualled and stored for one month, and was proceeding off the north end of *Shetland* for the purpose of intercepting our home-ward-bound *Greenlandmen*.

The *Christiana* was formerly an English merchant brig.

I have the honour to be, &c.

J. Vashon, Esq. Vice-admiral of the *Blue*, &c.

EDWARD DIX.

AUGUST 9.

*Copy of a Letter from Admiral Lord Gambier, Commander-in-chief of his Majesty's Ships and Vessels employed in the Channel, Soundings, &c. to the Hon. W. W. Pole, dated in Cawsand Bay, the 6th August, 1808.*

SIR,

Be pleased to lay before the Lords Commissioners of the Admiralty, the

enclosed letter from Captain Rodd, of his majesty's ship *Indefatigable*, dated the 4<sup>th</sup> instant, giving an account of his having captured the French ship letter of marque *la Diane*, on the 31<sup>st</sup> ultimo, from Bourdeaux bound to the Isle of France.

The *Indefatigable* arrived in Plymouth Sound this morning with her prize and will return to her station off the Gironde immediately.

I have the honour to be, &c.

GAMBIER.

*His Majesty's ship Indefatigable,  
off Ushant, August 4, 1808.*

MY LORD,

I have the honour of acquainting your lordship, that his majesty's ship *Indefatigable*, under my command, captured on the 31<sup>st</sup> ultimo, in lat. 45. 34 N. long. 2. 39 W. the French ship letter of marque *la Diane*, pierced for twenty-two guns, fourteen nines and sixes mounted, with a complement of sixty-eight men on board. She is from Bourdeaux, was bound to the Isle of France, has a cargo in, a part of which consists of naval stores, on account of the French government. She sailed from the river Gironde the evening before, is a fine ship, four hundred and eighty-two tons burthen, sails well, but six years old, coppered, and is apparently well calculated for his majesty's service. She was on her second voyage to India. The letters and despatches were thrown overboard and sunk in chase.

I have the honour to be, &c.

Right Hon. Lord Gambier, Admiral of  
the Blue, Commander-in-chief, &c.

J. TREMAYNE RODD:

*Copy of a Letter from Vice-admiral Dacres, Commander-in-chief of his Majesty's Ships and Vessels at Jamaica, to the Hon. W. W. Pole, dated on board the Veteran, in Port Royal, the 10<sup>th</sup> of June, 1808.*

SIR,

I have the honour to transmit, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Captain Inglefield, reporting the capture of the French national brig *le Griffon*, of sixteen guns and one hundred and five men, by the *Bacchante*.

I am, &c.

J. R. DACRES.

*His Majesty's Ship Bacchante, Port  
Royal, Jamaica, May 27, 1808.*

SIR,

I have the honour to inform you that his majesty's ship under my command captured, on the 11<sup>th</sup> instant, off Cape Antonio, after a chase of several hours, the French Imperial brig *Griffon*, commanded by Monsieur Jacques Gautier, lieutenant de vaisseau, mounting fourteen 24-pounder carronades and two long sixes, manned with one hundred and five men. She appears a very fine vessel, quite new, and, in my opinion, well adapted for his majesty's service.

In justice to the French commander, I cannot omit saying he sustained and returned our fire for thirty minutes, with much gallantry and perseverance, not striking his colours till we had run him within half a cable's length of the breakers off the Cape, and the *Bacchante* then not her length from him. I have reason to be well satisfied on this as every other occasion, of the steady conduct of the officers and men I have the honour to command, and am happy to add we had no person hurt in this affair; the enemy had five wounded.

I have the honour to be, &c.

J. R. Dacres, Esq. Vice-admiral of the White,  
Commander-in-chief, &c. Jamaica.

J. H. INGLEFIELD.

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X



AUGUST 16.

*Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, off Cadiz, July 25, 1808.*

SIR,

I have the pleasure to acquaint you, for the information of the Lords Commissioners of the Admiralty, that the French troops under General Dupont, consisting of about eight thousand men, surrendered themselves prisoners of war, on the 20th instant, having lost about three thousand killed in some partial actions which took place on that and the three preceding days.

General Wedel, with about six thousand, who had arrived to reinforce Dupont, has capitulated, on condition of his corps being embarked and sent to Rochefort.

The copy of a letter from Captain Whittingham to Lieutenant-general Sir Hew Dalrymple, detailing the operations and final success of the Spanish forces, I beg leave to enclose.\*

I am, &amp;c. COLLINGWOOD.

*Copy of another Letter from Vice-admiral Lord Collingwood to the Hon. W. W. Pole, dated on board the Ocean, off Cadiz, the 23d July, 1808.*

SIR,

I enclose to you a letter I have received from Captain Campbell, of his majesty's ship the *Unité*, informing me of the capture, by that ship, of two Italian brigs of war, mounting each sixteen 32-pounder carronades, with a complement of one hundred and fifteen men; a hired brig which was in company with these, from the light winds was enabled to escape. Of the zeal, activity, and skill of Captain Campbell, I have had frequent occasion to write you, sir, in terms of praise; he has the king's service warmly at heart, and his enterprises never fail of producing good; of his officers he speaks in high commendation, particularly of the first lieutenant Wilson, and I beg their lordships will allow me to second the recommendation of his captain, and offer his merits to their regard. I am, &c.

COLLINGWOOD.

*His Majesty's Ship Unité, off Premuda, June 1, 1808.*

MY LORD,

Having taken shelter under Lusin, in a heavy N. E. gale, on the 28th ult. which continued until the afternoon of the 31st, when I weighed; getting from under the land about five P. M. three sail were seen close under Premuda, on the starboard tack, with the wind at east, and were soon made out to be brigs of war; chase was instantly given. On seeing us, they wore and stood with the apparent intention of gaining the channel of Zara. As the night was likely to be clear, and the wind moderate, I determined following them, although the navigation (as your lordship will perceive by the chart) is extremely intricate, and we not acquainted with it, but trusting entirely to the lead and a good look-out. Fortunately we kept sight of them until half past eleven, and by carrying a press of sail we again got sight of two a little after three A. M. about two miles on our lee beam; the helm was immediately put up, but the sails were hardly trimmed when the third was observed, on the starboard tack, on our larboard bow; we hauled to the wind, and passed her within musket-shot to leeward, and gave her our larboard broadside, with such effect, as to completely knock her up, so that she struck without firing a gun, the people having run from their quarters. Boats were immediately despatched to bring the officers on board, and secure her, and

\* From the number of Gazette letters in this month, and a press of other important matter, we are unavoidably compelled to defer Sir H. Dalrymple's despatch till our next number.

sail made after the other two, who were making off through one of the passages to get to sea; it falling little wind, and they making use of their sweeps, it was not until nearly seven that we got within shot of the sternmost, who, after receiving a few from us, and seeing no chance of escaping, fired her broadside, struck her colours, and run on shore. It continuing to fall less wind, the other brig, being much smaller, by the help of her sweeps, was leaving us fast, as there was no appearance of its freshening, and she having got amongst a cluster of small islands, I thought it most prudent to secure what we had got, and endeavour to get the one which had run on shore, off; which we soon effected without her receiving the least damage. They prove to be the *Nettuno* and *Teulié*, of sixteen 32-pounders, brass carronades, and one hundred and fifteen men each, sent from *Zara* the day before for the purpose of attacking us, having heard that we had so many men absent and sick, that we must fall an easy prey. They are exactly the size of *el Ronco* that we took a month ago, and but a few months old.

I subjoin a return of the killed and wounded, and it affords me the greatest possible satisfaction that we had not a man hurt.

I have the honour to be, &c.

PAT. CAMPBELL.

*Nettuno*—7 killed, 2 drowned, and 13 wounded.

*Teulié*—5 killed, and 16 wounded.

*Copy of a Letter from Sir Charles Cotton, Bart. Admiral of the Blue, &c. to the Hon. W. W. Pole, dated on board the Hibernia, off the Tagus, the 31st July, 1808.*

SIR,

Enclosed herewith I transmit, for the information of the Lords Commissioners of the Admiralty, copy of a despatch received by me this day from Vice-admiral Lord Collingwood, detailing the defeat and surrender of General Dupont's army, together with the capitulation of the force under General Wedel to General Castanos; by these fortunate events the whole of Andalusia is said to be cleared of French troops.

I have the honour to be, &c.

C. COTTON.

*Ocean, off Cadiz, July 24, 1808.*

By the *Scout* I informed you, that the French forces under General Dupont have surrendered to the Spanish army; and, having to-day received from the president of the supreme junta of government at Seville the official account of it, I do myself the honour of transmitting a copy of it for your information.

*Adm. Sir Charles Cotton, Bart. Commander-in-chief, &c. off the Tagus.*

COLLINGWOOD.

MOST EXCELLENT LORD,

It is with the greatest satisfaction that the supreme junta informs your excellency of the happy success which our arms have had over the French army under Generals Dupont, Wedel, and Gobert, they having laid down their arms, as is set forth in the enclosed papers, which accompany this for your information, being persuaded of the noble interest your excellency takes in our most just cause.

The victory could not have been more complete, and there does not remain one Frenchman in Andalusia; there not being a single individual of the three divisions (which, by their own statements, amounted to more than twenty thousand men,) that has not been either killed or taken prisoner.

The rejoicing is so general and so lively, that an idea of it cannot be given;

and we expect it will be the same in your lordship's squadron, through the favour which the Spanish nation owes to British generosity.

God save your excellency,

FRANCISCO DE SAAVEDRA.

VICENTE HORE.

ANTONIO ZEMBRANO.

ANDRES MINAN.

JUAN BAPTISTA ESTELLER

Secretary of State.

*Palace of the Real Alcares of Seville, 22d July, 1808.*

*To his Excellency Admiral Collingwood.*

AUGUST 15.

*Copy of a Letter from George Byng, Esq. Captain of his Majesty's Ship Belliqueux, to the Hon. W. W. Pole, dated on board that Ship, off Galle, March 13, 1808.*

SIR,

I think it my duty to inform you, for the information of the Lords Commissioners of the Admiralty, that his majesty's ship St. Fiorenzo this morning anchored off Columbo, having brought in the Piedmontaise French frigate, totally dismasted, which she captured after an action renewed three successive days, and, on the last day, that excellent and gallant officer Captain Hardinge, was unfortunately killed.

By all information a more severe and determined action has not been fought during the war, nor British valour shewn more conspicuously; and, I hear the St. Fiorenzo had thirteen killed and twenty-four wounded, and the Piedmontaise fifty killed and one hundred wounded.

I have the honour to be, &c.

GEO. BYNG.

AUGUST 16.

*Copy of a Letter from Admiral Young, Commander-in-chief of his Majesty's Ships and Vessels at Plymouth, to the Hon. W. W. Pole, dated Salvador del Mundo, in Hamoaze, August 14, 1808.*

SIR,

I enclose the copy of a letter from Captain Daly, of the Comet sloop, to Admiral Lord Gambier, giving an account of the capture of the Sylplie French national brig of eighteen guns.

I am, &c.

W. YOUNG.

*His Majesty's Sloop Comet, at  
Seu, August 11, 1808.*

MY LORD,

On the 9th instant, I left Gijon, and, at half past eight this morning, being in lat. 45. 38. N. and long. 5. 4. W. I observed three strange sail N. N. E. At nine, I distinguished them to be a corvette and two men of war brigs; having hoisted the private signal, their not answering it induced me to conclude they were enemies.

In the face of so superior a force, I thought it most prudent to continue my course under all sail, as by altering it they might be inclined to chase me. I am happy to say that by so doing the enemy were so far intimidated as to tack and make all sail from me to the N. N. E. At noon the corvette having much outsailed her consorts, tacked and stood to the southward. I now carried all possible sail in chase of the two brigs, and, at half past three the headmost brig tacked and passed me to windward about two guns' shot distance; at five the remaining brig hoisted French colours, and began to engage me with her stern guns. At twenty minutes after five, having got within pistol shot of her, I commenced close action, which she sustained for twenty



minutes, and being then much disabled, hauled down her colours to the Comet.

She proved to be the French national brig Sylphe (commanded by M. Louis Marie Clemont, capitaine de frigate, and a member of the legion of honour) mounting sixteen 26-pounder carronades, and two long nines, with a complement of ninety-eight men.

Her second lieutenant, a midshipman, and five men were killed in the action, and two midshipmen, and three men wounded, most of them severely.

She is a very fine vessel of her class, copper-bottomed and copper-fastened, reported to be an excellent sailer, abundantly found in stores, four years old, about three hundred tons burthen; and, in my opinion, very fit for his majesty's service; her consorts (who so shamefully deserted her) were the Diligente of twenty-two guns and one hundred and forty men; and the Espigle, of 18 guns, and one hundred men; they had left l'Orient two days before, having each a quantity of flour on board, and I have reason to believe they were bound to Martinique.

I am happy to say no person belonging to his majesty's sloop under my command was hurt; but her main and main-top-masts were badly wounded, and her sails and rigging cut.

I beg leave to recommend to your lordship's notice Lieutenant Tomkinson, first of the Comet, for his zeal and activity in this contest, and to represent that the conduct of every officer and the ship's company (the latter chiefly consisting of new raised men), was such as to merit my highest approbation. I have the honour to be, &c.

Admiral Lord Gambier, Commander-in-chief, &c.

C. F. DALY.

AUGUST 20.

*Copy of a Letter from Vice-admiral Dacres, late Commander-in-chief of his Majesty's Ships and Vessels at Jamaica, to the Hon. W. W. Pole, dated on board the Veteran, at Sea, the 20th July, 1808.*

SIR,

The Guerriere, in her way back to Jamaica (after accompanying the convoy in my charge through the gulf of Florida), almost immediately after parting company, was fortunate enough to fall in with and capture, after a long chase, the French cutter privateer Peraty (late his majesty's cutter Barbara), as mentioned in Captain Skene's letter, copy of which is enclosed for the information of the Lords Commissioners of the Admiralty.

I am, &c.

J. R. DACRES.

*His Majesty's Ship Guerriere,  
at Sea, July 20, 1808.*

SIR,

I have the honour to acquaint you with the capture, on the 17th instant, of the French cutter privateer Peraty (late his majesty's cutter Barbara), of Guadaloupe, after a chase of twenty-four hours, by his majesty's ship Guerriere under my command.

This vessel, mounting twelve 18-pounder carronades, with ninety men, and commanded by M. Maurison, sailed from Charleston on the 10th instant, where she had been refitted and furnished with stores and provisions for three months. She was discovered in the track of the valuable Jamaica fleet, under convoy of the Veteran, of which she had obtained most correct information as to their strength, number, and situation, from the master of an American brig, who had himself claimed and received the protection of that convoy, which he betrayed to the enemy in twenty-four hours after parting company.

I am, &c.

J. R. Dacres, Vice-admiral of the Red, &c.

ALEX. SKENE.

*Copy of a Letter from Vice-admiral Sir Edward Pellew, Bart. Commander-in-chief of his Majesty's Ships and Vessels in the East Indies, to the Hon. W. W. Pole, dated on board his Majesty's Ship Culloden, at Sea, 22d of February, 1808.*

SIR,

I enclose a letter from Captain Caulfield, stating the capture of the Adele French privateer, on the 5th December last, by his majesty's ship Russel under his command. I have the honour to be, &c.

ED. PELLEW.

*His Majesty's Ship Russel, at Sea, December 5, 1807.*

SIR,

I have the honour to inform you, that this morning at three o'clock, A. M. lat. 17. 5. N. long. 93. 13. E. I captured the French privateer brig l'Adele, of two hundred and eighty tons, and one hundred and forty-three men, pierced for eighteen guns, but mounting only eight 12-pound carronades and two long 12-pounders. She sailed from the Isle of France on the 14th of last July, and carries seven months water and provisions for one hundred and fifty men. I have the honour to be, &c.

*Sir Edward Pellew, Rear-admiral of the Red, Commander-in-chief, &c.*

T. G. CAULFIELD.

AUGUST 23.

*Copy of a Letter from Vice-admiral Sir John Borlase Warren, K. B. Commander-in-chief of his Majesty's Ships and Vessels at Halifax, to the Hon. W. W. Pole, dated at Halifax, July 14, 1808.*

SIR,

Be pleased to communicate the enclosed copy of a letter I have received from Captain Austen, acquainting me that his majesty's sloop Indian under his command had captured la Jeune Estelle French privateer, of four guns and twenty-five men, from the river St. Mary's, bound to St. Domingo with a cargo of flour and provisions; another was in company, but escaped.

I have the honour to be, &c.

JOHN BORLASE WARREN.

*His Majesty's Sloop Indian, June 27, 1808.*

SIR,

I have the honour to inform you, that, at day-light on the 19th instant, being in lat. 28. 34. N. long. 74. 4. W. I fell in with two schooners, which instantly made sail from us on different tacks; I chased the one which appeared largest, and sent the boats in pursuit of the other. After a short chase I captured la Jeune Estelle French privateer, of four guns and twenty-five men, from the river St. Mary's to St. Domingo with a cargo of flour and provisions. I am sorry to add that, in consequence of a breeze springing up when within half gun-shot, the boats were not able to come up with the other, which I learnt from the prisoners was l'Exchange, of six guns and ninety-five men, partly loaded with provisions, and bound also to St. Domingo.

La Jeune Estelle had one man killed and one wounded by our chase guns. From the nature of her cargo I have thought it advisable to take her to Bermuda, which I hope will meet with your approbation.

I have the honour to be, &c.

*Vice-admiral Sir John Borlase Warren, &c. Halifax.*

C. J. AUSTEN, Commander.

## LONDON GAZETTE EXTRAORDINARY.

ADMIRALTY-OFFICE, AUGUST 23, 1808.

*Despatches, of which the following are copies, have been this day received at this Office from Rear-admiral Keats, addressed to the Hon. William Wellesley Pole:—*

SIR, *Superb, off Sproe in the Great Belt, Aug. 13, 1808.*

I have the honour herewith to transmit a copy of my letters to Vice-admiral Sir James Saumarez, relative to the escape and embarkation of great part of the Spanish army serving in this part of Europe. An event produced as well by the honour, patriotism, and talents of its distinguished chief, as by the assistance and protection which I was directed by their lordships' orders to afford it.

If the weather proves moderate, I hope to disembark the greater part on the island of Langeland this day, where we have already a post of two thousand five hundred men. I have the honour to be, &c.

To the Hon. W. W. Pole, Secretary, &c. R. G. KEATS.

SIR, *Superb, off Sproe in the Great Belt, Aug. 11, 1808.*

I have the honour and satisfaction to inform you, that by an immediate and zealous pursuit of the measures recommended in the duplicate of instructions received by the Mosquito, on the 5th inst. his Excellency the Marquis de la Romana, and nearly six thousand of the Spanish troops under his command, were embarked this morning at Nyborg, which place he took possession of on the 9th.

By a combination of the same plan, more than one thousand have joined us this morning, by sea, from Jutland, and another thousand are thrown into Langeland, to strengthen the post held by the Spanish forces in that island, where it is proposed to land the remainder the moment the circumstances of weather will permit of our moving. The arrival of the Spanish officer in the Edgar, on the 5th, of whose spirited escape to the squadron you were informed by Captain Graves, greatly facilitated our means of communication.

No doubt could be entertained of the honour and patriotism of soldiers, who, indignant at the proposal of deserting their allegiance, though surrounded by hostile battalions, planted their colours in the centre of a circle they formed, and swore on their knees to be faithful to their country. All were equally anxious of returning to it. But one regiment in Jutland was too distant and too critically situated to effect its escape; and two in Zealand, after having fired on the French general, Frison, who commanded them, and killed one of his aides-de-camp, have been disarmed.

Some untoward circumstances having occasioned suspicion, and made a premature execution of the plan necessary, the wind and current being adverse, I left the *Superb* on the 8th, and went in my barge to the Brunswick, off Nyborg, and two hours after my flag was hoisted. On the 9th the general took possession of the town.

Although the Danish garrison yielded to circumstances, an armed brig of 18 guns, the *Pama*, and a cutter, the *Salormann*, of 12, moored across the harbour near the town, rejected all remonstrance on the part of the Danes, and every offer of security made by the general and myself. The reduction of these vessels being absolutely necessary, and the Spanish general unwilling to act hostilely against Denmark, such small vessels and boats as could be collected, were put under the command of Captain M'Namara, of the *Edgar*, who attacked and took them. On this occasion, I have to lament the loss of Lieutenant Harvey, an officer of much merit, of the *Superb*, and two seamen wounded; the enemy had seven killed and thirteen wounded.



I should have noticed, that the Spaniards, irritated at the opposition their friends who came to their support met with, departed in some measure from the general's intention, and fired some shot at them before they struck.

Expedition being deemed of the greatest importance, I shifted my flag to the *Hound*, in the harbour; and as neither of the three ships of the line, from circumstances of the weather, could be brought near in, fifty-seven sloops or doggers, found in the port, were fitted by the seamen, into which great part of the artillery, baggage, and stores, were embarked that night and the following day, and removed to the point of Slypsbarn, four miles from Nyborg, where the army was embarked safely, and without opposition, this morning, notwithstanding the very unfavourable state of the weather, and they are now under the protection of his majesty's ships at the anchorage, off the island of Sproe.

Some sacrifices of horses and stores were conceived necessary by the general; and as I considered it right, under the peculiar circumstances, to enter into the views and wishes of the Marquis de la Romana, every unavoidable act of hostility was rigidly abstained from, for I did not consider it any to bring away the brig and cutter that rejected our offer of security, and forcibly opposed our entrance into the port; and I even undertook to liberate the vessels employed as transports, provided no interruption was made by any to the peaceable embarkation of our friends.

I should be unjust to the meritorious exertions of the officers and seamen employed on this short but fatiguing service, if I neglected to represent their merits on this occasion to you: Captain Graves's services were required afloat; Captain McNamara, of the *Edgar*, undertook the equipment of the transports, with the embarkation of the stores; the embarkation of the troops was made under the direction of Captain Jackson, of the *Superb*, and Captain Lockyer, of the *Hound*; Captain Smith, of the *Devastation*, and Captain James, of the *Kite*, were indefatigable in their exertions in the various duties I assigned them. Many circumstances having combined to make an attack on the rear probable, great precaution was necessary.

Such guns as could be brought against us were spiked, and the embarkation was covered and most effectually protected by the *Minx* gun-brig, and the two prizes, and by the very judicious disposition of the gun-boats, under the command of Captain May, of the royal artillery, who volunteered, and whose services on this and other occasions were highly useful.

It is not easy to express the joy and satisfaction felt by every class of the army at this event; and no circumstance, I believe, could have afforded more real pleasure to us all. One, the regiment of Zamora, made a march of eighteen Danish miles in twenty-one hours.

I transmit herewith for your further information, copies of such letters as I deemed it requisite to address to his Excellency the Marquis de la Romana and the governor of Nyborg on this occasion. The replies to the former were verbal, through a confidential officer, and the latter were made personally. I have the honour to be, &c.

*Vice-admiral Sir James Saumarez, &c.*

R. G. KEATS.

Note.—Since this letter was concluded, we entertain some hopes that part of the regiment in Jutland, we thought lost, has escaped to the post at Langeland by the western channel.

SIRS, *Superb, off Langeland, Aug. 5, 1808.*

I have the honour to inform you, that I have received from my government the most positive instructions to endeavour to communicate with the Spanish officers commanding the troops of that nation in the vicinity of my command, and to concert with them measures to secure their retreat, from

any place of embarkation which they may possess, and for placing them in a state of security, until transports for their reception can be provided to convey them to Spain, for which, as well as the necessary provisions, measures have already been taken, and indeed of the arrival of them I am in hourly expectation. Until that period shall arrive, they are welcome to share in the accommodation and provisions of the ships under my command; but as that might not afford ample means at present, although I am in expectation of the commander-in-chief, I would suggest, under the pressure of circumstances, the removal of the troops to some of the islands in the Belt, for their perfect security. But as a measure of this magnitude to the interests of the Spanish nation would necessarily require a concerted plan, lest by attention to partial interests the general one might suffer, I request an unreserved and confidential communication, either to the ships off Nyborg, that stationed off Langeland, or any of his Britannic majesty's ships in the Belt; and through the bearer of this, or by any other means, I propose sending on Sunday, unless I should earlier receive some person on board, a flag of truce under some pretext to the Spanish post at Spoysberg, and if this should be safely received, I wish, in token of it, a small guard might parade in some conspicuous situation at noon to-morrow, near the English ship at anchor, or under sail near Spoysberg.

In my present situation it is impossible, ardently as I enter into the views of my government and the Spanish nation, to attempt to lay down any fixed plan. My services, and that of every Englishman under my command, are devoted to the cause; but before measures can be adopted, we must communicate, agree on, and combine as far as it may be possible, the interests of the Spanish troops in Jutland and Zealand, with those in Funen and Langeland. I shall keep a ship for some days off Spoysberg; and every ship under my command will be on the look-out to receive any boats that may approach them. I have the honour to be, &c.

R. G. KEATS.

*To the Officers of his most Catholic Majesty's Troops.*

SIR,

*Superb, off Langeland, August 7, 1808.*

Understanding from the Spanish officer that the accompanying paper\* is the true state and situation of the Spanish troops in Denmark, and its dependencies, the following, according to the various circumstances that present themselves to my view, appears to form a plan that promises the fairest prospect of success to ensure their security and ultimate embarkation.

Those in Zealand I would propose to force their way to the peninsula, of which Hulsken, near Corsoir, forms the projecting point towards Sproe. That isthmus appears capable of being defended, or at least seems to afford the means of defence for a few days, till I could remove them to the island of Sproe.

Those at Frederisca, by seizing on vessels, might possibly force an embarkation, and unite with those on Funen, which might perhaps be favoured by some movements of the troops at Odense.

Separate, or united with those in Jutland, I apprehend those in Funen could secure themselves in the Presqu' Isle (peninsula), which erminates near the island of Romsoe, of which the pass near Kurterminde appears to form the gorge, and I could, if necessary, remove them to Romsoe; it would greatly facilitate the necessary naval operations, and might enable me to send a ship of the line towards Frederisca, to favour the troops in

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\* Thought unnecessary now to send.

Jutland, if those in Langeland should be thought in security on that island: if they should, the other troops might be landed at leisure on that island, and the whole embarked from thence; but if the troops at present there are incapable of maintaining themselves at that place, in that case I must leave a ship of the line and a sloop, which could at almost any time receive them on board, and convey them to any other place that might be approved of, till transports could be procured for their reception. My means (three ships of the line and half a dozen small vessels at most), are not perhaps sufficient to embrace all these objects at once; but the zeal and exertion of the officers and ships' companies would greatly diminish the difficulties, and I should be much aided in lending assistance to the troops at Frederica, if, as I have before said, those in Langeland should be considered capable of maintaining that post without any immediate support. I am aware some sacrifices of horses, and perhaps cannon, might be necessary, and we must be prepared to encounter even unforeseen difficulties; naval arrangements and movements are ever dependent, in some degree, on weather; but I should hope to surmount them all. It would of course be right to drive in cattle, and take whatever provisions might be practicable with the troops, as it would not only save our present supply, which, the victuallers not having at this moment arrived, is rather scanty for the Spanish army, but would put me at ease on that score, provided any unavoidable delay should intervene, and prevent my sending supplies to them on shore.

In my present uninformed state, I am not in a situation to judge how far it might be in the power of, or deemed preferable by the Spanish commander, to seize on Nyborg. It would secure the inactivity of the gunboats in that port. But such a measure might possibly involve the safety of the troops in Zealand and Jutland, by inducing the Danes to act hostilely, when otherwise they might be disposed to wink at, or make no serious efforts to impede the quiet removal of the Spanish troops.

But if the principle of the plan should be approved of, and deemed feasible by those in command, I would recommend the movement to be general. That it be agreed to act upon it in all its parts the same day, except a discovery should take place, in which case each part should act immediately without hesitation.

I acknowledge I should have little expectation of the success of any negotiation for the peaceable removal of the troops; but a declaration, immediately after the movement shall have commenced, of the peaceable and unoffending object in view, accompanied with a threat of retaliation in the event of any hostile opposition on the part of the Danes or French, might perhaps be found advantageous.

In stating the naval force at present under my command, it is right to observe, I am in expectation of more ships, and have been informed, that a sufficient supply of provisions for all the Spanish troops is now on its passage to me.

I have the honour to be, &c.

R. G. KEATS.

*To his Excellency the Marquis de la Romana,  
Commander-in-chief of the Spanish Troops  
in Denmark.*

N.B. I have just heard that the expected supply of provisions is in part arrived, which obviates difficulties on my part.

SIR,

*Brunswick, August 9.*

I have the honour to acknowledge the receipt of your excellency's letter of this morning, and to congratulate you and the Spanish nation on the firm and manly step you have taken on this important occasion. Circumstances of weather unavoidably prevent the arrival of two ships of the line now in



sight. I send Captain Graves of the Brunswick, informed of my ideas, to see what uses can be made of the vessels at present in Nyborg. In my present situation I can receive nearly 1500 men on board; and, under all circumstances, it appears to me the most advisable to convey the troops with all expedition to Langeland; and, as it appears to be the opinion of your aide-de-camp that you will be in a situation to maintain that island, to take post there till the arrival of transports to embark the army, I shall order seamen in to man twenty of the smacks at present in the port, and more as the ships arrive. I apprehend the baggage and artillery had better be embarked in them, and moved out under my protection. Among the Spanish troops, perhaps, seamen may be found; and, I would suggest the propriety of the immediate establishment of a marine corps on the most extensive scale possible; and, I request your Excellency to keep in mind, the embarkation of water and provisions with the troops, in our present circumstances, is of great consequence.

I have the honour to be, &c.

R. G. KEATS.

*To his Excellency the Marquis de la Romana,  
Commander-in-chief of the Spanish troops,  
in Denmark.*

SIR,

*Brunswick, off Nyborg, Aug. 9, 1808.*

His excellency the commander-in-chief of the Spanish forces in Denmark having deemed it expedient, under the present circumstances, to take possession of Nyborg, my duty naturally calls me to a co-operation with the troops of that nation, and a consequent frequent communication with the town of Nyborg. To place your excellency as much at ease as possible respecting the line of conduct that may be adopted in the present event by the English admiral commanding in the Belt, notwithstanding the hostility of this day, I have the honour to inform you, that I have given the strictest orders to all under my command, to observe towards the inhabitants of Nyborg the utmost civility; and it is my wish to abstain from every hostile and offensive act, so long as no hostile and offensive measures are pursued by the troops of Denmark or France against those of Spain; but, if any opposition should be attempted either by the Danes or French, to the peaceable and unoffending object in view, namely, the quiet embarkation of the Spanish troops, I shall certainly, though most reluctantly, take measures which it is to be apprehended might occasion the destruction of the town of Nyborg.

I have the honour to be, &c.

R. G. KEATS.

*To his Excellency the Governor of the Town of Nyborg.*

SIR,

*Hound, Nyborg Harbour, Aug. 10, 1808.*

It must be evident to your Excellency, that, as my entrance into the harbour of Nyborg was hostilely opposed, I am bound by no absolute law or usage to abstain from hostilities, and to respect the property of the inhabitants. But, though neither one nor the other could be better secured than by the word of a British officer, still it must be evident to your excellency, that, under existing circumstances, the Spanish general has occasion for several of the small craft in port, and that unless the masters and crews of them will lend their aid to equip and navigate their vessels, it may not be in my power to secure them from injury; but, if they will, I pledge myself, after the service on which they are required (and which will be of short duration) shall have been ended, that I will not only use every means in my power to secure them from injury, but grant passports to them all to return in safety.

I have the honour to be, &c.

R. G. KEATS.

*To his Excellency the Governor of the Town of Nyborg.*

SIR,

*Superb, off Langeland, Aug. 13, 1808.*

I have detained the *Euryalus* a few hours, for the further satisfaction of assuring their lordships that the whole of the Spanish troops taken off by his majesty's ships at Nyborg, will be landed in the course of this afternoon at Langeland.

A convention has been entered into between his Excellency the Marquis de la Romana and the governor of the island, which, on one hand, enjoins abstinence from hostility, and, on the other, a sufficient supply of provisions, provided the island, which is fertile, can produce it.

I am, sir, &amp;c.

Hon. W. W. Pole, &amp;c.

R. G. KEATS.

### Naval Court Martial.

ON the 8th instant a court martial assembled on board the *Magnanime*, in Sheerness harbour, for the trial of Lieutenant Wood, the officers and crew, for the loss of the *Turbulent* gun-brig, she having been taken by the Danes, after a most gallant resistance, against an infinitely superior force; when, on a full investigation of the circumstances, the court pronounced an honourable acquittal.

### Promotions and Appointments.

#### Captains appointed and promoted.

Captain Robert Fowler is appointed to command his majesty's sloop *Crocus*.

Captain Dodd is appointed to command his majesty's sloop *Merope*.

Captain John Barrett is appointed to command his majesty's ship *Africa*.

Captain John M'Kerlie is appointed to command the *Diligence*.

Captain Israel Pellew is appointed the commissioner afloat at Chatham.

Captain Robert Parker is appointed to the *Ramillies*, *vice* Pickmore, promoted to be rear-admiral of the blue.

Captain S. J. Peechel is promoted to the rank of post captain, and appointed to the *Cleopatra*.

Captain W. W. Daniel is appointed to his majesty's sloop *Jasper*.

Rear-admiral George Martin has hoisted his flag on board the *Canopus*, in the Mediterranean.

Captain Ramsay is appointed to act as captain of the *Eurydice*.

Captain W. J. Hughes is appointed to the *Ephira* sloop.

Captain John Haswell to the *Elvia* sloop.

Captain Alexander Robert Kerr is appointed acting of the *Tigre*, of 80 guns, during the absence of Captain B. Hallowell, from ill health.

Captain Mackay, late of the *Druid*, is appointed to the *Inflexible*.

Captain John King is appointed to command the *Pelorus* sloop.

Captain Wyse, nephew of Admiral Dacres, late commander-in-chief on the Jamaica station, is promoted to the rank of post captain.

Lieutenant Bouchier, eldest son of Captain J. Bouchier, lieutenant-governor of the royal Hospital at Greenwich, is promoted to the rank of commander, and appointed to his majesty's sloop *Demerara*, on the Leeward Island station.

Captain George Monke is appointed to command the *Centurion*; Captain Hon. Charles Paget to the *Revenge*; Captain James Stephenson to the *Gannet*; Captain John Harvey to the *Leviathan*; Captain W. Roberts to the *Daphne*; Captain John Haswell to the *Elvin*; Captain Charles D. Pater to the *Princess Carolina*; Captain W. Daniel to the *Jasper*; Captain Gordon, of the *Mercury*, to the *Active*.

Lieutenant H. S. Jones to command the *Griffon*.

Lieutenant W. R. Smith is promoted to the rank of commander, and appointed to the *Hunter*.

#### Lieutenants appointed.

Lieutenant W. Sandey is appointed to the *Leviathan*; W. S. Addington to ditto; O. Button to the *Royal William*; Henry Thomas Shewen to the *Diligence*; James Dillon to ditto; Henry Baker, from the *Ville de Paris* to the *Bellerophon*; John E. Cawkett to the *Stately*; John Watherstone to the *Sampson*; Duncan McKenzie to the *Niobe*; George Senhouse to the *Glommen*; J. N. Taylor to the *Spencer*; Edward Tobin to the *Triumph*; J. S. A. Dennis to the *Brevdageren*; W. Shields to the *Glommen*; John Lamb to the *Leviathan*; Charles Wood to the *Invincible*; R. J. Alley to the *Endymion*; Thomas Furber to the *Cherokee*; Joseph R. Webb to do. Robert Beriff to the *Raccoon*; C. Radcliffe to ditto; William Pearce (2) to the *Leviathan*; Robert Lothian to the *Brazen*; John M'Lead to the *Hindostan*; George Ninnis to the *Theseus*; William Hewit to the *Orestes*; George Dougal to the *Sarpen*; James Anderson (1) to the *St. George*; Robert Trist to the *Egeria*; Richard Crawford to the *Christian VII.* Henry Le Kesconte to the *Raven*; T. Thomas to the *Spitfire*; George Williamson to the *Neptune*; John Thompson (2) to the *Princess Carolina*; William Milne to ditto; John Davis (1) to ditto; John Donaldson to the *Gannett*; Henry Hargrave to the *Tribune*; John M'Green to the *Podargus*; Edward Giles to the *Merope*; Charles Bowen (1) to the *Gorgon*; H. Baker to the *Defence*; Peter Hamblly to ditto; W. L. Symonds to the *Primrose*; Charles Farwell to ditto; Joseph Neil to the *Illustrious*; James Moriarty to the *Leviathan*; Henry Davis (2) to the *Crocus*; Stephen Causins to the *Gluckstadt*; David Shine to the *Illustrious*; John Man to the *Ephira*; John C. Morris to the *Achille*; Henry Jones to the *Spencer*; William Brenton to the *Audacious*; Thomas Allen to the *Theseus*; Thomas L. Dyer to the *Centurion*; Lieutenant James Leach to command the *Desperate* gun-brig; George Willes to the *Temeraire*.

Lieutenant John Berney is appointed to the *Invincible*; Lieutenant John Medlicot to the *Stately*; John Price to the *Adamant*; Thomas Duncan to the *Namur*; Hon. Maurice Berkeley to the *Hydra*; John Francis to the *Combatant*; N. Norton to the *Illustrious*; A. Dobbs to the *Princess Carolina*; Thomas Smith (3) to the *Podargus*; Thomas W. Nicholls to the *Leviathan*; Richard Dickinson to the *Loire*; Thomas Ratsey to the *Ephira*; William Buckle to the *Pelorus*; Richard Falkland to the *Panther* prison-ship; William Hill to the *Amethy*; A. H. White to the *Helena*; Robert Jacomb to the *Decade*; Samuel Heming to the *Tisiphone*; B. N. Hoar to the *Pelorous*; Richard Fegen to the *Eyderen*; John Hawkins (1) to the *Elvin*; George Welch to the *Briseis*; Frederick Marshall to the *Temeraire*; Thomas Pierce to the *Achille*; William Webster to the *Angle*; Lieutenant Fleming is appointed to command the *Bramble* schooner.



## Surgeons appointed.

Mr. Stephen Lawson to the Alonzo; Mr. James Brydone to the Bittern; Mr. Henry Day to the Crocus; Mr. James Black to the Salvador del Mundo; Mr. John Spark to the Majestic; Mr. John Williams to the Minotaur; Mr. John Connell to the Spitfire; Mr. James Brydone to the Raven; Mr. Alexander B. Greig to the Gluckstadt; Mr. John Inches to the Loire; Mr. Robert Allan to the Minorca; Mr. James Hall to the Fleche; Mr. Robert Shaw to the Alcmena; Mr. Robert Ricalton to the Diligence; Mr. Francis Johnstone to the Decade; Mr. A. B. Greig to the Loire; Mr. Robert Cinnamon to the Crown prison-ship; Mr. James Donville to the Utile; Mr. Andrew Noble to the Princess Carolina; Mr. John Owen Martin to the Sprightly cutter; Mr. Robert Prideaux to the Cheerful cutter; Mr. Robert M'Conechy to the Pelorous; Mr. William Smith to the Port Mahon; Stephen Lawson to the Merope; George Campbell to the Eyderen; Andrew Geurmell to the Cherokee.

## Assistant Surgeons promoted.

Mr. John Howe to the Princess Carolina; Mr. James Black to the Salvador del Mundo; Mr. R. W. Cleghorn to the Confounder gun-brig; Mr. Thomas O'Gara to the Revenge; Mr. D. G. M'Kenzie to the Alcmena; Mr. John Bernard to the Druid; Mr. William Illingworth to the Richmond; Mr. Edward Caldwell to the Royal George; Mr. Robert Gillespie to the Leviathan; Mr. John Allan to the Emerald; Mr. James M'Donnell to the Caledonia; Mr. Henry Burrell to the Gallant gun-brig; Mr. Joseph M'Carrogher to the Caledonia; Mr. William Winning to ditto; Mr. Donald Grant M'Kenzie to ditto; Mr. William Dobson to the Alcmena; Mr. Donald Kennedy to the Bombay; Mr. Patrick Miller Buchan to the Venerable; Mr. Henry Burrell to the Centinel gun-brig; and Mr. Thomas Jackson to the Illustrious.

A list of midshipmen passed for lieutenants on the first Wednesday in the present month:—William H. Nares, John H. Mayor, Samuel Hellard, Richard Douglas, William Walpole, Andrew Mitchell, John Nicholas, Thomas Harvey, Henry West, William Bowers, Edward Zouel, and John Hancock.

## BIRTHS.

On the 24th August, at the Government House, Plymouth, the Hon. Mrs. C. Paget, wife of the Hon. Captain Paget, R.N. son of the Earl of Uxbridge, of a daughter.

On Monday, 15th August, at Hammersmith, the lady of Captain John Serrel, of the royal navy, of a daughter.

On Saturday, 20th August, at her house in Chester-street, Grosvenor-place, the lady of the Hon. W. H. Gardner, third son of the Right Hon. Admiral Lord Gardner, of a daughter.

The lady of W. Cumberland, Esq. captain of his majesty's ship Stately, of a son.

## MARRIAGES.

On the 20th August, Vice-admiral Sir Thomas Greaves, R.N. to Miss Blacknell, of Packham, in Suffolk.

Lately, at St. Mary-la-bonne church, by the Rev. T. Rivett, Henry Shank, Esq. of the Hon. East India Company's civil service, to Anna Maria, eldest

daughter of the late James Rivett Carnac, Esq. member of council at Bombay.

On Monday, 15th August, by special license, at St. George's, Hanover-square, Sir John Gore, captain of his majesty's ship *Revenge*, to Miss Montagu, eldest daughter of Admiral Montagu, commander-in-chief of his majesty's ships and vessels at Portsmouth.

On the 7th of April last, at the Cape of Good Hope, Charles Hughes, Esq. of the naval establishment, to Mary, daughter of Robert Taylor Raynes, Esq. paymaster of the 60th regiment.

\* \* The statement of the marriage of Lient. Edward Morris (properly Morres), nephew of Lord Frankfort, to Miss Crab, of Stonehouse,\* has been peremptorily contradicted by Lieutenant Morres himself, that gentleman never having been at Exeter, where the marriage was alleged to have taken place, nor having the least knowledge of any such person as Miss Crab.—It is to be regretted that indolent people cannot employ their time better, than in fabricating falsehoods to impose on the public, and to wound the feelings of their fellow-creatures.

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### OBITUARY.

On the 2d August, Mr. Thomas Thong, surgeon of his majesty's sloop *Port Mahon*.—Captain Chambers, put a period to his existence by suicide on board that sloop, off Brighton.

Lately, was killed in an attempt to cut out a privateer from Porto Rico, Lieutenant Grierson, second lieutenant of the *Melampus*, and Lieutenant Northcote, of the royal marines, of that ship.

Lately, at the Cove of Cork, Mr. Hood, surgeon of his majesty's ship *Sybilie*.

At Antigua, after three days illness, of the yellow fever, Mrs. Cuming, wife of Dr. Ralph Cuming, surgeon of the naval hospital at English harbour.

On the 10th of August, at Bagnor, Matthew Richard Onslow, Esq. eldest son of Admiral Sir Richard Onslow, Bart. aged 27.

On the 5th of August, at Cheltenham, aged 24, Captain G. B. Whinyates, of the royal navy.

On the 5th of May last, of a fever, aged 19, on board his majesty's ship the *Nereide*, off the Cape of Good Hope, H. R. Shirley, Esq. second son of Evelyn Shirley, Esq. of Easington, Warwickshire.

Lately, at his house at Wilmington, near Dartford, Kent, James Cumming, Esq. admiral of the white, aged 70.

Lately, in the West Indies, whilst nobly supporting the honour of the British flag, in a gallant attempt to carry three forts in the island of Martinique, Lieutenant George Augustus Spearing, of his majesty's ship *Belleisle*, bearing the flag of the Hon. Sir A. Cochrane, eldest son of Lieutenant Spearing, of Greenwich Hospital; he received two wounds in the attack of two of the forts, which they carried by assault; but at the dawn of day they found themselves before the third fort, which contained 500 of the enemy's

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\* *Vide* page 80 of the present volume.

troops, this did not intimidate the gallant band of British heroes which accompanied this truly good young man and valuable officer, from attempting to carry the fort by storm, in which rash attempt Lieutenant Spearing was shot through the heart.

Lately, at Southcot house, near Reading, aged 86, the Comte d'Hector, the father of the navy of France, under the monarchy.

Lately, of the yellow fever, at Antigua hospital, Dr. Ralph Cuming, superintendant of the naval medical establishment; he was much respected by his brother officers for his many skilful operations in his profession. A few days after his eldest son fell a victim to the same fatal disorder.

On the 16th of July, at Halifax, Nova Scotia, Dr. John Hallibenton, one of the senior counsel, a member of the House of Assembly of that colony for upwards of 20 years, also surgeon and agent of the naval hospital at Halifax.

At the naval hospital at Antigua, Mr. Bernard Nassey, surgeon, R.N. of the yellow fever.

At the Haslar hospital, near Gosport, Mr. Robert Croll, surgeon of his majesty's sloop *Reindeer*.

On the 8th August, was killed, in an attack on two Danish men of war brigs, who opposed the embarkation of the Spanish troops under the Marquis de la Romano, Lieutenant Harvey, of his majesty's ship *Superb*.

On the 22d August, Mr. Nopceker, surgeon of the Royal Hospital at Deal.

Lately, at Cockhill, aged 87, John Fortescue, Esq. captain in the royal navy, the eldest officer on the superannuated list, and probably the last survivor of the memorable crew of the *Centurion*, who accompanied Commodore Anson on his celebrated voyage round the world: having before sailed with his lordship to the coast of Guinea, and to the West Indies. When Lord Anson afterwards presided at the Admiralty Board, he was made post captain, and continued in the service, till the peace of 1763. Having contracted a violent local scurvy in his first voyage round the world, he passed the greater part of his latter years in retirement, at his paternal estate of Cockhill, endearing himself to a small circle of friends, by continual acts of social kindness, and by conversation enlivened with frequent narrations of former professional occurrences, of which he retained to the last a perfect recollection.

Mr. Richard Nicholl, second lieutenant of his majesty's ship *Fortunée*, now stationed in Cork harbour, put a period to his existence, by shooting himself through the head with a pistol, on the 2d of August.

At an advanced age, at Cargreen, near Saltash, Mr. Waller, many years purser in his majesty's navy.

At Edge Hill, Liverpool, aged 71, Captain J. Oakes, of the royal navy, having been in his majesty's service upwards of 50 years.

On the 23d instant, at Colchester, aged 93, Mrs. Lodington, widow of the Rev. J. Lodington, M.A. of Beccles, in the county of Suffolk, and mother of Major Lodington, of the royal marines.

At the Trinity House, at Hull, aged 76, Mrs. Gunhouse, widow of the late Captain Richard Gunhouse, of Liverpool.

At Edinburgh, Mr. D. Ross, late purser of the *Woodford East Indiaman*.

On board the *Elizabeth Greenland ship*, aged 49, Mr. Robert Wilson, of Malton, surgeon of that vessel.



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MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
*JOHN BENBOW, ESQ.*

VICE-ADMIRAL OF THE BLUE SQUADRON.

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“ Benbow, whom wounds but animate to fame,  
Whose great soul triumphed o'er his shatter'd frame.”

ANON.

**F**ROM the admiral to the cabin-boy, the name of BENBOW is so familiar to every individual in the navy, and his memory is so often mentioned with respect and admiration, that no excuse can be requisite for presenting a condensed narrative of his life and actions. We are the more induced to this, from the circumstance of the original portrait of the admiral, for which he sat to Sir Godfrey Kneller, being in our possession; by which we are enabled to prefix to the memoir the only authentic engraved likeness of this officer now extant.

The origin of the “ brave Admiral Benbow ” was not of that mean description that has been at times represented; on the contrary, he was the descendant of a family both ancient and honourable, which had long flourished in the county of Salop. In the reign of James I. John Benbow, his grandfather, held the office of deputy clerk of the crown; and, in the unfortunate times of Charles I. Thomas and John Benbow, his uncle and father, were distinguished by their loyalty. They both served as colonels in the king's army; and, in the fatal battle of Worcester, they both fell into the hands of the rebels. By the sentence of a self-constituted court-martial, which sat after the battle, Thomas Benbow was shot, at Shrewsbury, on the 19th of October, 1653; but, after a short imprisonment, John, the father of the admiral, had the good fortune to effect his escape.

Colonel Benbow lived very privately, and in impoverished circumstances, till after the restoration, when he obtained a small appointment in the ordnance department, at the Tower, which was little more than sufficient to furnish him with the means of subsistence. A short time before the breaking out of the first Dutch war, the king happened to visit the Tower, for the purpose of

inspecting the magazines. The colonel had been gray for twenty years; but Charles instantly recognised and embraced him. "My old friend, Colonel Benbow!" exclaimed the monarch, "what do you here?"—"I have," answered the veteran, "a place of eighty pounds a year, in which I serve your majesty as cheerfully as if it brought me in four thousand."—"Alas!" replied the king, "is that all that could be found for an old friend at Worcester? Colonel Legg, bring this gentleman to me to-morrow, and I will provide for him and his family as it becomes me."

Short, however, as the time was, the colonel did not live to receive, or even to claim, the proffered bounty; for, overcome by a sense of the king's gratitude and goodness, he sat down upon a bench, and there breathed his last, before Charles was well out of the Tower. Thus, both the brothers may be said to have fallen martyrs to the royal cause.

Under the reduced fortunes of his family, it can scarcely be supposed that the education of young Benbow experienced all that attention which it might otherwise have received. He was born about the year 1650; and it has been asserted that, on the death of his father, he was bound apprentice to a waterman. Respecting the early part of his life, however, all that is known with certainty is, that he went to sea when he was very young; and that, by his skill in navigation, and his rigid attention to the interests of the merchants, his employers, he so far distinguished himself as to acquire the highest esteem and the most unlimited confidence.

Mr. Benbow does not appear to have solicited any employment in the navy, during the reign of Charles II. but, in the course of that period, he was the owner and commander of a ship called the Benbow frigate, and was extensively engaged in the Mediterranean trade.

Whilst commanding this ship, a remarkable circumstance occurred to him, an account of which has been related by all our naval historians. The anecdote will probably be recollected by most of our readers; but, as it is a curious incident in the admiral's life, we shall give it in the words of Campbell, as follows:—

"In the year 1686, Captain Benbow, in his own vessel, the Benbow frigate, was attacked in his passage to Cadiz, by a Saltee rover, against whom he defended himself, though very unequal in the number of men,

with the utmost bravery, till at last the Moors boarded him, but were quickly beat out of his ship again, with the loss of thirteen men, whose heads Captain Benbow ordered to be cut off and thrown into a tub of pork pickle. When he arrived at Cadiz he went on shore, and ordered a negro servant to follow him with the Moors' heads in a sack. He had scarce landed, before the officers of the revenue inquired of his servant what he had in his sack? The captain answered, 'salt provisions for his own use.' — 'That may be,' answered the officers, 'but we must insist upon seeing them.' Captain Benbow alleged, that he was no stranger there; that he did not use to run goods; and pretended to take it very ill that he was suspected. The officers told him that the magistrates were sitting not far off, and that if they were satisfied with his word, his servant might carry the provisions where he pleased; but that otherwise, it was not in their power to grant any such dispensation.

"The captain consented to the proposal; and away they marched to the custom-house, Mr. Benbow in the front, his man in the centre, and the officers in the rear. The magistrates, when he came before them, treated Captain Benbow with great civility; told him that they were sorry to make a point of such a trifle; but that, since he had refused to shew the contents of his sack to their officers, the nature of their employment obliged them to demand a sight of them; and that as they doubted not they were salt provisions, the shewing them could be of no great consequence one way or other. 'I told you,' says the captain sternly, 'they were salt provisions for my own use; Caesar, throw them down upon the table; and, gentlemen, if you like them, they are at your service.' The Spaniards were exceedingly struck at the sight of the Moor's heads, and no less astonished at the account of the captain's adventure, who, with so small a force, had been able to defeat such a number of barbarians."

Campbell, and many other historians, add, that the King of Spain was so much pleased with this exploit, that he sent for Mr. Benbow to court, at Madrid, received him with great marks of respect, and dismissed him with a handsome present, having furnished him with a letter to King James, through which, on his return to England, he obtained a command in the royal navy. It may be thought, perhaps, that a journey of upwards of three hundred miles merited some compensation; but, as no trace can be found of his having been employed in the public service till the year 1689, we are not disposed to accredit the latter part of the story.

In May, 1687, Mr. Benbow commanded a vessel called the *Malaga Merchant*, in which he was attacked; on his passage to England, near the mouth of the Straits, by a *Sallee* cruiser, of considerable force. The pirate, after pouring in a broadside,



accompanied by a volley of small shot, rigged his spritsail-yard fore and aft, and attempted to board Captain Benbow's ship. However, the reception which he met with compelled him to sheer off, and take to flight, a number of his men having been killed in the endeavour to board. Captain Benbow intended to become the assailant, in his turn; but the corsair, being the better sailer, was soon out of his reach.

By his repeated acts of bravery and good conduct, Captain Benbow had at length rendered himself so conspicuous, that he was noticed by government; and, on the 30th of September, 1689, he was appointed to the command of the York.

As a seaman, his reputation was so great, that, when a fleet was equipped in the following year, the Earl of Torrington gave him the appointment of master of his own ship, the Royal Sovereign.\*

Soon after he had entered upon this duty,† the English and Dutch fleets, under the command of the Earl of Torrington, fell in with that of France, commanded by the Count de Tourville, between Cherbourg and the Isle of Wight. At nine in the morning, the whole French fleet commenced the attack upon the English blue, and the Dutch squadron; and, from the circumstance of the red, or centre squadron, being much separated, the enemy were enabled to surround them. These combined squadrons made a most gallant defence, and, to save themselves from utter destruction, came to an anchor. The Earl of Torrington, observing the perilous situation of this part of his fleet, bore down to their assistance with several ships, and rescued them from the enemy. At five in the afternoon it fell calm, and the tide making strong, the English fleet anchored. At night, finding that the whole of his force had suffered so materially, that no advantage could be gained by a renewal of the action, the earl weighed, and stood to the eastward. In a council of war, held on the following day, it was resolved, that it would be most advisable to preserve the fleet by retreating; and to destroy the disabled ships,

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\* At the period of which we are writing, it was no unusual thing to appoint a captain of a ship of war master of the commander in chief's ship.

† On the 30th of June, 1690.

rather than, by protecting them, to hazard an engagement. The French, although they had been driven a considerable distance down the channel, continued to pursue the combined fleets; and, off Rye bay, the *Anne*, of 70 guns, which had been entirely dismasted, was forced on shore and destroyed. The enemy also attempted to destroy a Dutch 64-gun ship, which had been driven on shore; but her commander defended her with so much bravery, that he obliged them to desist, and she was afterwards got off, and carried safely to Holland.

The Earl of Torrington retreated with the fleet into the Thames, leaving a few frigates to watch the motions of the enemy, who remained masters of the channel. Tourville stood to the westward, and anchored the French fleet in Torbay, till the 5th of August; when, the wind shifting to the eastward, he sailed for Brest.

The loss which the English sustained in this unfortunate battle, was two ships, two captains, two captains of marines, and 350 men. The Dutch were much greater sufferers, having lost six sail of the line, two rear-admirals, one captain, and a great number of men.

Considering the inferiority of our naval tactics at that period, and the great disparity of force between the contending fleets, this loss perhaps will not appear surprising. The French fleet was composed of 78 men of war, and 22 fire-ships, making a total of 100 sail; whilst the combined English and Dutch fleets consisted of only 56 men of war. The French fleet was formed into three divisions: the van, composed of 26 men of war, commanded by the Count d'Estrées, in *le Grande*, of 86 guns; the centre, of 26 sail by the Count de Tourville, in the *Royal Sun*, of 100 guns; and the rear, of 26 sail, commanded by M. D'Amfreville, in the *Magnificent*, of 80 guns.

Previously to the trial of the Earl of Torrington, which shortly afterwards took place, on a charge, that he had, through cowardice or treachery, misbehaved in his office, drawn dishonour on the English nation, and sacrificed our good allies the Dutch, Captain Benbow, as well as many other officers, in the evidence which he gave before the Lords Commissioners of the Admiralty, peremptorily contradicted the assertion, made by several of the earl's

enemies, that "he was scarcely, during the whole action, within gun-shot of the French line." He deposed, that *the Royal Sovereign was within half gun-shot of the enemy for an hour.*

On the 13th of April, 1691, Captain Benbow was appointed to a ship, the name of which is now unknown; nor are we acquainted with the manner in which he was employed from that period till the latter end of the year 1693, when he commanded the *Norwich*, a fourth rate, and was sent with a squadron of twelve men of war, four bomb-vessels, and several transports, to bombard the town of St. Maloes. The official account of this expedition was as follows:—

"Whitehall, November 26, 1693.

"By letters from Captain Benbow, dated the 23d of this month, on-board their majesties' ship the *Norwich*, in Guernsey road, we have an account, that on the 15th, the frigates and bomb-vessels, commanded by Captain Philip and himself, sailed from Guernsey, the wind at W.S.W. and in the evening anchored about five leagues from thence. The 16th, at three in the morning, they weighed, the wind at N.N.E. and made the best of their way for St. Malo; and, at four in the afternoon, anchored before the Quince Channel. Three of the bomb-ships, with the brigantines and well-boats, went in, and anchored within half a mile of the town. The wind being northerly, which blows right in, and with a great swell and strong tide, the frigates were obliged to moor athwart it, and the bomb-ships to stern with the town, which took up great part of their time; about ten o'clock they began to fire, and continued to do so all that night, till four the next morning; when, to prevent the grounding of their ships, they were obliged to warp out. The 17th, at eight in the morning, they hauled in again the bomb-ships; in doing which, and bringing them to pass, much time was spent. They fired that day about seventy bombs. The 18th they continued their firing, and prepared a fire-ship, putting one hundred barrels of powder, and two hundred and forty carcasses on board her. The 19th, in the evening, they sent in the said fire-ship; and, having laid her close to the town wall, blew her up. Part of the carcasses flew into the town, and set it on fire in three or four places; and some part of the wall, where the ship blew up, was thrown down, together with the houses that were near it. The 20th the ships weighed and put to sea, after having destroyed a great many houses in the town of St. Malo, and demolished the fort on the Quince, and taken eighty prisoners out of it and Sycamber."

The fire-ship alluded to in the above account appears to have been productive of the greatest alarm upon the enemy's coast; and several of the French writers of that day treat of it as one of those dreadful machines styled *infernals*, which the Dutch made use of to destroy the bridge over the Scheldt, when the Prince of



Parma besieged Antwerp in the year 1595. From the following description, however, copied from the *French Mercury*, it appears to have been merely a fire-ship, though of a most formidable nature :—

“ It was a new ship, of about 300, or, as the Marquis de Quincy says, 350 tons. At the bottom of the hold were one hundred barrels of powder; these were covered with pitch, sulphur, resin, tow, straw, and faggots, over which lay beams bored through to give air to the fire, and upon these lay three hundred carcasses filled with grenades, chain shot, iron bullets, pistols loaded, and wrapt in linen pitched, broken iron bars, and the bottoms of glass bottles. There were six holes or mouths to let out the flames, which were so vehement as to consume the hardest substances, and could be checked by nothing but the pouring in of hot water.”

That the explosion of this vessel was truly terrific, may be gathered from the author of *l'Histoire Militaire de Louis XIV.*

“ She was intended,” says he, “ to reduce the town to ashes, and indeed would have done it but for an unforeseen accident: she struck upon a rock within pistol-shot of the place where they intended to have moored her. The engineer who was on board did all he could to get her off, but to no purpose. At last, finding the vessel beginning to open, and fearing she might sink, he set fire to her. The sea water, which had penetrated in many places, prevented the carcasses from taking fire. The explosion, however, was terrible beyond description; it shook the whole town like an earthquake, broke all the glass and earthen ware for three leagues round, and struck off the roofs of three hundred houses. The most extraordinary thing of all was this, that the capstan of the vessel, which weighed two hundred weight, was carried over the walls, and beat a house it fell upon down to the ground. The greatest part of the walls towards the sea also fell down; and if there had been a sufficient quantity of land forces on board, the place might have been taken and pillaged.”

The ability and spirit which Captain Benbow displayed upon this occasion seem to have pointed him out as a very proper person to be employed on similar enterprises.

Early in 1695, while cruising off the French coast, in company with some other ships, he again appeared off St. Maloes, and greatly alarmed the town, from which many guns were fired. Captain Benbow chased in two of the enemy's privateers; and, standing afterwards to the eastward, he manned his boats and went on shore near Granville, where he made himself master of a small fort, mounting four guns, which he carried away.

About the same time, he made several other captures; and

account of which is given in the following extract of a letter, dated Portsmouth, April 2, 1695 :—

“ Captain Benbow, in the *Sudadoes* prize, is come to Spithead from the French coast, where, cruising with some other of his majesty's ships, on the 15th instant [ult ] they saw seven sail of French ships, two of which they forced ashore near Cape la Hogue, and destroyed them: the other five ran ashore in Great Anse bay; but Captain Benbow sent in his boats, and although one of them made a good resistance, and the country people came down in great numbers to assist them, he got them all off and brought them away; their lading being salt and tobacco. At night he took another, laden with wine, from St. Maloes. The 16th, in the morning, our frigates chased three sail; one of which ran on a rock and sunk immediately, the other two put into a small harbour near Cape la Hogue, where there is a fort of ten guns. When it was flood, Captain Benbow, with two more of his majesty's ships, anchored within musket-shot of the castle, and sent the *Jersey* and *Maidstone* into the harbour. The town and French ships made the best defence they could; however, they were soon taken, but it was near four hours before they could be got out. They were part of fifteen sail that came from St. Maloes, and served as convoy to the rest, being about two hundred tons burthen, and carrying twelve guns each.”

Mr. Charnock justly observes, that “ these two little enterprises, although they may in themselves be deemed insignificant, are, nevertheless, strongly characteristic of that spirit and address which never failed to mark Mr. Benbow's conduct, whether employed in the destruction of a nest of privateers, or a royal squadron.”

In the month of July, in the same year, having been appointed to the *Northumberland*, of 70 guns, Captain Benbow was employed, under Lord Berkeley, to bombard St. Maloes and Granville; a service which he executed with so much effect, as to destroy the greater part of those towns.

Almost immediately after this, he is said to have assisted under Sir Cloudesly Shovel, in the attack upon Dunkirk; which is considered to have failed, in consequence of the incapacity of one Meesters, an engineer, under whose directions it was planned.

The next enterprise in which this officer was engaged, was that of the bombardment of Calais, the conduct of which had also been entrusted to Sir Cloudesley Shovel, in the spring of 1696. In the prosecution of this service, by an accident which happened on board one of the bomb vessels, Captain Benbow had the flesh torn from one of his legs.

Although no blame appears to have attached to the commanders, the result of the bombardment, the official account of which is subjoined, was by no means adequate to the expectations of government:—

*“ Deal, April 7, 1696.*

“ Sir Cloudesley Shovel sailed out of the Downs the 2d instant, with several men of war and four bomb-vessels, and came the next morning before Calais. Captain Benbow was ordered in with the bomb-vessels, and with several small frigates and brigantines, to protect them from the enemy's boats and half-galleys, who made some attempt upon us at our first coming in, but were soon beaten off and forced to retire into the harbour. Our bomb-vessels began to fire about noon, and continued to do so till evening. They threw between three and four hundred shells, most of which fell into the town, and among the embarkations, and occasioned fires in three or four places, and in some of the vessels, which we believe did considerable damage. About eight at night the bomb-vessels, with the small frigates, came off, having lost three or four men by the shot from the town, and seven or eight wounded.”

We have seen that, from the period of the Revolution, Captain Benbow was constantly employed; and, so high an opinion did the merchants entertain of his abilities, that his appointments to cruise in the Channel, for the protection of trade, were frequently in consequence of their application. His services had been altogether so conspicuous, and so meritorious, that, soon after the bombardment of Calais, he was promoted to the rank of rear-admiral of the blue squadron. This appointment was the more honourable and gratifying, as, unsupported by friends, it proceeded solely from his personal desert. Many very brave and able commanders, it is said, thought themselves not disgraced by continuing to act under him, as private captains; though, before his unenvied promotion, they had been considerably his seniors in service.

In May, 1696, the rear-admiral hoisted his flag on board the *Suffolk*, and was sent to block up the port of Dunkirk, where the famous French naval commander, Du Bart, was lying, with several ships of war ready for sea. On his arrival before the place, he found that the number of ships which he had with him was too small to guard both channels. The weather also proving extremely foggy, Du Bart slipped out, and, steering to the north-east, fell in with the Dutch Baltic fleet, of above a hun-



dred sail, escorted by five frigates, all of which he took, and above half of the merchantmen. In the midst of Du Bart's victory, he was surprised by the appearance of the Dutch outward-bound Baltic fleet, under the convoy of thirteen men of war, which so closely pursued him, that he was obliged to abandon most of his prizes: he burnt four of the frigates, and, putting their crews on board the fifth, turned her adrift: she, and thirty-five of the merchant ships, were retaken.—Admiral Benbow pursued Du Bart; but, though he frequently got sight of him, the Frenchman, by dint of superior sailing, made good his retreat into Dunkirk. He afterwards convoyed the outward-bound trade to Gottenburgh, and, on his return from that service, proceeded to Hamburgh, to bring from thence a very valuable fleet of merchant-ships which had long been lying there.

In the month of October following, having hoisted his flag on board the Shrewsbury, Admiral Benbow was appointed to a command in the fleet which was sent out under Sir Cloudesley Shovel, to protect the English commerce during the winter; and, about the latter end of December, he was detached, with a small squadron, to reconnoitre the port of Brest, and to gain, if possible, some information of the enemy's intended operations. The latter service he executed with great address, collecting a perfect account, not only of the number, but of the state of all the shipping in that port.

On the 10th of April, 1697, he sailed from Spithead, with seven third rates and two fire-ships, to cruise at the entrance of the Channel. While thus employed, he fortunately fell in with our homeward-bound Virginia and West India fleets, prevented them from being captured by a squadron of the enemy, and saw them safely into port.

In the succeeding month, he was again employed in the Soundings; after which, towards the middle of July, he was sent, with a squadron of English and Dutch ships, to block up Du Bart's squadron, in Dunkirk. Du Bart, however, contrived to escape the vigilance of Admiral Benbow; and, on the 23d of August, he got out with five sail, and escaped, though closely pursued. Most of our historians throw the blame of this escape upon the Dutch

commander. Campbell, after alluding to Admiral Benbow's preservation of the Virginia and West India fleets, says,

“ He would likewise have succeeded in restraining Du Bart from going out, if the Dutch rear-admiral, Vandergoes, had been in a condition to assist him, or the Lords of the Admiralty had been inclined to have taken his advice ; for observing, in the beginning of August, that the French frigates were hauled into the basin to clean, he judged their design to be, what it really proved, to put to sea by the next spring tide ; and therefore, as his ships were all foul, he wrote up to the board, to desire that four of the best sailers might be ordered to Sheerness to clean, and that the others might come to the Downs, not only to take in water, which they very much wanted, but also to heel and scrub, which he judged might have been done, before the spring tide gave the French an opportunity of getting over the bar ; but this was not then thought advisable, though he afterwards received orders for it, when it was too late. By this unlucky accident, the French had an opportunity given them of getting out with five clean ships. Yet this however did not hinder the admiral from pursuing them, as well as he was able : and some of the ships of his squadron had the good luck to take a Dunkirk privateer, of ten guns and forty men, which had done a great deal of mischief.”

As the peace of Ryswick was concluded almost immediately after this service, Admiral Benbow had no farther opportunity of distinguishing himself during the war.

Notwithstanding the execution of the treaty of Ryswick, considerable doubts were entertained of the sincerity of the French, and of their intention to maintain the relations of peace any longer than they might feel themselves compelled, by their necessities, to do so. Some apprehensions were also felt concerning Spain, the king of that country being, as it was supposed, in a dying state. On these accounts it was judged necessary immediately to send a squadron to the West Indies, for the purpose of counteracting any sudden attempt which might be made against our possessions in that quarter. An armament was accordingly fitted out, and the command of it was given to Admiral Benbow. Having received private instructions from his majesty, King William, to make the best observations which he could upon the Spanish ports and settlements, but to keep as fair as possible with the governors, and to afford them any assistance which they might require, he hoisted his flag in the Gloucester, on the 13th of November, 1698, and sailed from St. Helen's, accompanied by the Falmouth, Dunkirk, and Germoon (a small vessel which had been taken from the

French in the preceding war), on the 29th of the same month. On the 7th of January following, he anchored in Carlisle bay, Barbadoes; and, by the 12th of the same month, he had distributed the troops which he had taken out at their respective places of destination.

This part of his mission having been accomplished, Admiral Benbow proceeded to Carthagena, where, by his spirited, and almost threatening remonstrances to the governor, he procured the release of some English merchant-ships, which had been seized by the Spaniards a short time before, on account of a settlement that had been made by the Scotch on the isthmus of Darien.—At the instigation of the merchants of Jamaica, he next went to Porto Bello, upon a similar errand; but there he received only promises, which were never fulfilled.

On his return to England, in the spring of 1700, Admiral Benbow found that much dissatisfaction had been excited respecting the service on which he had been sent. Not that a murmur of disapprobation was breathed against him; but it was considered, that the obvious insufficiency of his force to protect the Spaniards, had prevented his acquiring their confidence; and that, consequently, the object of the expedition had been but partially achieved. It was also urged that, had the French sent out a powerful fleet to the West Indies, as it had been expected that they would, the smallness of Admiral Benbow's squadron would have prevented him from performing any thing of consequence against them.

As we have already observed, however, no reflections were cast upon the conduct of the admiral. He brought home with him authentic testimonies from the merchants and planters, of his having rendered them all the services which they could either expect or desire; and he was received by his majesty with the most cordial friendship.

The state of affairs in Europe had undergone an entire change during Admiral Benbow's absence; a rupture with France was evidently approaching; and it had been found expedient to put the navy upon as respectable a footing as possible, and to give the command of it to such officers as might, in all respects, be depended on. It was probably upon this occasion, that the king consulted



Admiral Benbow upon the question—Whether it were more expedient to prefer *tars*, as they were called, or *gentlemen*, in the navy?—The admiral considered himself, and was generally considered, as one of the former; yet he told the king, that the safer mode was to employ both; and that the danger lay in preferring *gentlemen* without *merit*, and *tars* beyond their *capacities*!

Benbow was at this time promoted to the rank of vice-admiral of the blue squadron; and having hoisted his flag on board the *Winchester*, he was sent to cruise off Dunkirk, to block up a French squadron which was sitting in that port, for the purpose, as it was supposed, of covering a descent upon England. He soon satisfied the ministry, however, that there was no danger of this nature; and it was then resolved to carry forward the projects which had been formerly concerted, to disappoint the French in their views upon the Spanish succession. It was therefore determined, that a squadron, consisting of two third and eight fourth rates, the utmost force which could at that time be spared, should immediately be sent to the West Indies. The professional character of the officer who should command this expedition being of the utmost consequence, the ministers naturally fixed upon Admiral Benbow; but the king objected to the appointment, considering it unhandsome to send him back, immediately as it were, to a command which had been attended by many unpleasant and vexatious circumstances. One or two other officers were therefore named and consulted; but, from motives, either real or fictitious, they earnestly begged to be excused. Alluding to the dress of these gentlemen, the king said merrily to some of his ministers, “Well, then, I find we must spare our *beaux*, and send honest *Benbow*.” His majesty accordingly sent for him, and offered him the command; observing that, if he had any objection, he would not take it amiss, should he desire to be excused. The admiral honestly and bluntly answered, that he did not understand such compliments; that he thought he had no right to choose his station; and that if his majesty thought fit to send him to the East or West Indies, or any where else, he would cheerfully execute his orders.

The business having been thus settled, the vice-admiral hoisted his flag on board the *Breda*, of 70 guns; and, as it was necessary to conceal the object of the expedition, and to prevent the French

from ascertaining its real force, Sir George Rooke, then admiral of the fleet, conveyed it as far as the Isles of Scilly, and then sent forward Sir John Munden's squadron, to see it five or six days sail to the westward of the Azores.

Having sailed from St. Mary's, on the 5th of October, Admiral Benbow pursued his voyage, and arrived at Barbadoes on the 3d of November, 1701. He sailed from thence to the Leeward Islands; and, finding them in a good state of defence, he proceeded to Jamaica, and anchored at Port Royal on the 5th of December, where he found two men of war, one a fifth, and the other a sixth rate.—The dispositions that were made by him at this critical juncture, were such as entirely baffled the projects which had been formed by the French, for the attack of Jamaica and the other West India Islands.

Towards the latter end of January, 1702, a small reinforcement of one fourth, one fifth, and one sixth rate, a bomb-vessel, a hulk, a fire-ship, and three vessels laden with naval ordnance stores, arrived at Jamaica; and, by these ships, Admiral Benbow received the intelligence, that a French squadron, of superior force to his, had arrived at Martinico about two months before. On the receipt of this news, the governor and council of Jamaica fitted out two fire-ships, as an additional reinforcement to the English squadron.

Early in March, Admiral Benbow received farther advices, that the Marquis de Coetlogon, who had recently been appointed captain-general of all the Spanish ships in the West Indies, had formed a junction with M. Chateau Renaud, at Martinico; that the combined squadrons were actually at sea; and that M. Du Casse was soon expected from Europe, with a considerable accession of force. This intelligence rendered every exertion necessary on the part of the English commander, and also on that of the colonies. It does not appear that any endeavour was omitted. “The scheme formed by Admiral Benbow,” says Campbell, “for the destruction of the French force in the West Indies, and having a chance for the galleons, shews him to have been a very able and judicious commander, and effectually disproves that idle and ridiculous calumny, of his being a mere seaman. He saw that the French officers were excessively embarrassed by the wayward conduct of

the Spaniards, who would not take a single step out of their own road, though for their own service. He resolved to take advantage of this, and to attack the smallest of their squadrons; having before sent home such an account of the number and value of the Spanish ships, and of the strength of the French squadrons that were to escort them, as might enable the ministry to take all proper measures for intercepting them, either in their passage from the West Indies, or when it should be known they were arrived in the European seas.”\*

In the beginning of May, Admiral Benbow put to sea; and before he had well cleared the island, he was joined by Rear-admiral Whetstone, from England. Some time afterwards he learned, that the combined squadrons of De Coetlogon and Renaud, consisting of thirty sail, were in the gulf of Leogane; Renaud having sent home ten of his largest ships. With this reduced force, however, Benbow was unable to contend, without leaving the most valuable of our West Indian possessions exposed to imminent danger. Constantly on the alert, he remained off the island of Jamaica, kept his ships in readiness for immediate service, and frequently sent out small detachments, on short cruises, to scour the coast.

The instant that he received official information of war having been declared against France, he prepared to act still more upon the offensive, and some of his detachments met with considerable success. The Falmouth, Ruby, and Experiment, which he had sent to cruise off Petit Guave, returned with four prizes, three of them victuallers, bound to the Havanna, and the fourth a very rich ship, laden for France, with 24 guns mounted, and capable of carrying 40. The Bristol also brought into Port Royal the Gloriana, a Spanish ship of war, pierced for 40 guns, but mounting only 16, which she had taken off the south side of Hispaniola.

In July, Admiral Benbow himself sailed from Jamaica, with eight ships of the line, a fire-ship, a bomb, and a sloop, in the expectation of meeting Admiral Whetstone, whom he had detached for the purpose of intercepting Du Casse. Not meeting Whetstone, as he expected, he proceeded in search of Du Casse's

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\* The ships mentioned in this quotation were all subsequently captured, or destroyed, at Vigo.



squadron, which he came up with, and engaged, on the 19th of August. He fought him bravely for six days; and, in all probability, would have gained a complete and glorious victory, had it not been for the treachery or cowardice of his captains.

Many long and laboured accounts have been written of this memorable action; but nothing that we have met with conveys so clear an idea of the whole proceedings, as the following authentic journal, which is well deserving of preservation:—

“ On the 11th of July Admiral Benbow sailed from before Port Royal, with a design to join Rear-admiral Whetstone; but having advice on the 14th, by the Colchester and Pendennis, who that day joined him, that Mons. Du Casse was expected at Leogane, which is on the north side of Hispaniola, he plyed for that port. Nothing of moment happened till the 21st, when he took a small sloop near Cape Tiberoon.

“ On the 27th the admiral came into the Gulf of Leogane. Not far from the town he saw several ships at anchor, and one under sail, who sent her boat to reconnoitre, but coming too near, she was taken. By her the admiral was informed, that there were five or six merchant ships at Leogane; and that the ship which they belonged to was a king's ship, and could carry fifty guns, but now had but thirty mounted; whereupon the admiral pursued her, and pressed her so hard, that the captain, seeing no possibility of escaping, ran the ship ashore, and blew her up.

“ On the 28th, in the morning, the admiral came before the town of Leogane, where there was but one ship, of about eighteen guns, which was hauled ashore under their fortifications, a battery of about twelve guns, which could not, however, preserve her from being burnt. The rest sailed from thence before day, in order to secure themselves in a harbour which is called the Cul de Sac; but some of our ships lying between them and that port, took three of them, and sunk another, which had sixteen guns.

“ The 29th the admiral came before Petit Guave, where he found no ship, but saw three or four in the Cul, a harbour much within the land, and well fortified both by nature and art, so that the admiral thought it not advisable to run any risque there, unless the French ships had been of more value.

“ The admiral having continued in this bay till the second of August, sailed from thence for Cape Donna Maria, furnished with a good bay and water, where he arrived on the 5th, and receiving advice that Mons. Du Casse was gone to Carthagena, and from thence to Porto Bello, he resolved to follow, with her majesty's ships the Breda, Defiance, Ruby, Greenwich, Falmouth, and Windsor.

“ The admiral sailed accordingly on the 10th of August, and stretched over towards the coast of St. Martha; near which place, on the 19th, in the morning, he got sight of ten sail to the eastward, and soon perceived them to be French. Some of our ships being three or four miles astern, the admiral made the signal for battle, and went with an easy sail that the

others might come up. He steered with the French, who stood to the westward along the shore, under their two top-sails. There were of them four stout ships, from sixty-six to seventy guns, one great Dutch-built ship of thirty to forty guns, and one small ship full of soldiers; the rest were a sloop and three small vessels. The admiral had disposed the line-of-battle as follows, viz. the *Defiance*, *Pendennis*, *Windsor*, *Breda*, *Greenwich*, *Ruby*, and *Falmouth*. Being uneasy to see our ships so long in coming up, and in disorder, observing also that the *Defiance* and *Windsor* did not make any haste to come into their station, he sent to them to make more sail. The night approaching, the admiral steered alongside of the enemy, and endeavoured to get near them, being to windward, and steering large, but not with a design to attack them before the *Defiance* was abreast of the headmost ship; but before this was done, the *Falmouth* in the rear attacked the Flemish ship, the *Windsor* the ship abreast of her, as also did the *Defiance*. Soon after the admiral was obliged to do the same, having received the fire of the French ship abreast of him. The *Defiance* and *Windsor*, after they received two or three broadsides from the enemy, luffed out of the line, out of gun-shot. The two sternmost ships of the French lay upon the admiral and very much galled him. The ships in the rear not coming up as they ought, it was four o'clock when the action began to be general. It continued till it was dark, the English squadron keeping them company all night. The admiral believing, that if he led himself on both tacks (perceiving the French would decline fighting if they could), that his captains for shame would not fail to follow a good example, he altered the former line-of-battle to the following:—*Breda*, Vice-admiral Benbow, and Captain Fogg; *Defiance*, Richard Kirkby; *Windsor*, John Comstable; *Greenwich*, Cooper Wade; *Ruby*, George Walton; *Pendennis*, Thomas Hudson; *Falmouth*, Samuel Vincent.

“ On the 20th, at daylight in the morning, the admiral was near the enemy; but the other ships (except the *Ruby* alone, which was up with him,) were three, four, and five miles astern; it proved little wind. The admiral was within gun-shot of the enemy, who were so civil as not to fire. At two this afternoon, the sea breeze coming up, the enemy got into a line, making what sail they could. The other ships not coming up, the *Breda*, with the *Ruby*, plyed their chase guns on them till night; then they left off, but kept them company all night.

“ On the 21st, at daylight, the admiral being on the quarter of the second ship of the enemy's squadron, and within point-blank shot, the *Ruby* being ahead of him, the French ship fired at the *Ruby*, which the *Ruby* returned. The two French ships which were ahead fell off, and there being little wind, brought their guns to bear on the *Ruby*. The *Breda* brought her guns to bear on the French ship, which first began, and shattered her very much, obliging her to tow from us; but the *Ruby* was likewise so much shattered in her masts, sails, and rigging, that the admiral was obliged to lay by her, and send boats to tow her off. This action continued almost two hours, during which the rear ship of the enemy was abreast of the *Defiance* and *Windsor*, who never fired one gun, though within point-blank shot. At

eight o'clock in the morning, a gale of wind springing up, the enemy made what sail they could; and the admiral chased them, in hopes of coming up with them. Being then abreast of the river Grande, at two in the afternoon the admiral got abreast of two of the sternmost of the enemy's ships; and, in hopes to disable them in their masts and rigging, began to fire on them, as did some of the ships astern; but he lying abreast of them, they pointed wholly at him, which galled his ship much in her rigging, and dismounted two or three of the lower deck guns. This held about two hours. They got without gun-shot, the admiral making what sail he could after them; but they used all the shifts they possibly could to evade fighting.

"On the 22d, at daylight, the Greenwich was about three miles astern, though the signal for the line-of-battle was never struck night nor day; the rest of the ships indifferently near (except the Ruby); the enemy about a mile and a half ahead. At three in the afternoon, the wind, which before was easterly, came to the southward. This gave the enemy the weather-gage; but in tacking, the admiral fetched within gun-shot of the sternmost of them, firing at each other; but our line being much out of order, and some of our ships three miles astern, nothing more could be done. This night the enemy was very uneasy, altering his courses very often between the west and north.

"On the 23d, at daylight, the enemy was about six miles ahead of us; and the great Dutch ship separated from them, out of sight. Some of our squadron, at this time, were more than four miles astern, viz. the *Defiance* and *Windsor*. At ten o'clock the enemy tacked, the wind then at E.N.E. but very variable. The admiral fetched within point-blank shot of two of them, firing broadsides at each other. Soon after, he attacked and pursued them as well as he could; about noon we took from them a small English ship, called the *Ann* galley, which they had taken off Lisbon. The *Ruby* being disabled, the admiral ordered her for Port Royal. At eight this night our squadron was about two miles distant from the enemy, they steering S.E. and very little wind, then at N.W. and variable, the admiral standing after them, and all his ships, except the *Falmouth*, falling much astern. At twelve the enemy began to separate.

"On the 24th, at two in the morning, we came up within hail of the sternmost. It being very little wind, the admiral fired a broadside with double and round below, and round and partridge aloft, which she returned. At three o'clock the admiral's right leg was shattered to pieces by a chain-shot, and he was carried down; but presently ordered his cradle on the quarter-deck, and continued the fight till day, when appeared the ruins of a ship of about seventy guns; her main-yard down and shot to pieces, her fore-top-sail-yard shot away, her mizen-mast shot by the board, all her rigging gone, and her sides bored through and through with our double-headed shot. The *Falmouth* assisted in this matter very much, and no other ship. Soon after day the admiral saw the other ships of the enemy coming towards him, with a strong gale of wind easterly: at the same time the *Windsor*, *Pendennis*, and *Greenwich*, ahead of the enemy, ran to leeward of the disabled ship, fired their broadsides, passed her, and stood



to the southward; then the *Defiance* followed them, passed also to leeward of the disabled ship, and fired part of her broadside. The disabled ship did not fire above twenty guns at the *Defiance* before she put her helm a-weather, and ran away right before the wind, lowered both her top-sails, and ran to leeward of the *Falmouth* (which was then a gun-shot to leeward of the admiral, knotting her rigging), without any regard to the signal for battle. The enemy seeing our other two ships stand to the southward, expected they would have tacked and stood with them. They brought to with their heads to the northward; but seeing those three ships did not tack, bore down upon the admiral, and ran between the disabled ship and him, firing all their guns; in which they shot away his main-top-sail-yard, and shattered his rigging much. None of the other ships being near him, nor taking any notice of the battle signal, the captain of the *Breda* hereupon fired two guns at those ships ahead, in order to put them in mind of their duty. The French, seeing this great disorder, brought to, and lay by their own disabled ship, re-manned, and took her in tow. The *Breda's* rigging being much shattered, she lay by till ten o'clock: and being then retired, the admiral ordered the captain to pursue the enemy, who was then about three miles distant, and to leeward, having the disabled ship in tow, steering N.E. the wind at S.S.W. The admiral in the mean time made all the sail after them he could; and the battle signal was always out. But the enemy taking encouragement from the behaviour of some of our captains, the admiral ordered Captain Fogg to send to the captains to keep their line, and to behave themselves like men, which he did. Upon this, Captain Kirkby came on board the admiral, and pressed him very earnestly to desist from any farther engagement, which made the admiral desirous to know the opinion of the other captains. Accordingly he ordered Captain Fogg to make the signal for all the other captains to come on board, which they did; and most of them concurred with Captain Kirkby in his opinion: whereupon the admiral perceiving they had no mind to fight, and being not able to prevail with them to come to any other resolution, though all they said was erroneous, he thought it not fit to venture any farther. At this time the admiral was abreast of the enemy, and had a fair opportunity of fighting them; the masts and yards in a good condition, and few men killed, except those on board the *Breda*.

“ On the 6th of October Admiral Benbow issued a commission to Rear-admiral Whetstone, and some captains, to hold a court-martial for the trial of the following captains:—Captain Kirkby, commander of the *Defiance*, of 64 guns; Captain Constable, of the *Windsor*, of 60 guns; Captain Wade, of the *Greenwich*, of 54 guns; and Captain Hudson, of the *Pendennis*, of 43 guns; who were accused of cowardice, breach of orders, and neglect of duty, in the fight that Admiral Benbow had maintained, for six days, off the coast of Carthage, with Du Casse.

“ The court martial began on the 8th of the same month, and held four days. Captain Kirkby was brought to his trial; and the crimes above mentioned charged on him, being proved, by the oaths of the admiral, ten commission officers, eleven warrant and inferior officers, he was sentenced

to be shot to death, but the execution thereof respited till her majesty's pleasure be known.

" Captain Constable was cleared by his own officers and men of cowardice; but the other crimes being proved against him, he stood cashiered by the sentence given, from her majesty's service, with imprisonment during her pleasure:

" Captain Cooper was the next man tried. The crimes above mentioned charged on him were proved by sixteen commission and warrant officers of his own ship, and by several others; whereupon the same sentence was passed on him as on Captain Kirkby.

" Captain Hudson, commander of the *Pendennis*, died some days before the trial.

" Then came on the trial of Captain Vincent, commander of the *Falmouth*; and Captain Fogg, captain of the admiral's ship the *Breda*, for signing a paper, with Captain Kirkby and the rest, against engaging the French, when there was so fair an opportunity and probability of success. But upon their alleging in their own justification, that they did it only because they were persuaded, considering the cowardly behaviour of those captains, and fearing that upon another engagement those captains would wholly desert, and leave the admiral in the *Breda* and the *Falmouth* a prey to the French; and upon the character given by the admiral and others of their courage and gallant behaviour in the battle, the court thought fit only to suspend them from their employment in her majesty's service, but withal that this suspension shall not commence till her royal highness's pleasure is known."

After the engagement, the English squadron returned to Jamaica, and the French made the best of its way to Carthagena; whence, having in some measure repaired its damages, it proceeded to Europe in the month of March, 1703, in a miserably reduced and shattered state.

Benbow was a most strict disciplinarian, and was perhaps somewhat deficient in those conciliating manners, which might be necessary to secure the personal attachment and regard of the officers whom he commanded. To these circumstances has generally been attributed the base treatment which he experienced from his captains, in the action of which we are treating. His bravery, and general good conduct, were unquestionable; nor was his fortitude inferior to any of his other virtues. Whilst the surgeon was dressing his leg, after it had been shattered in the manner that has been described, one of Admiral Benbow's lieutenants expressed great sorrow for the accident. " I am sorry for it too," said the admiral, " but I had rather have lost them both, than have seen

this dishonour brought upon the English nation. But, do you hear, if another shot should take me off, behave like men, and fight it out."

Du Casse had good reason to be satisfied, as to the intrepidity of his antagonist. In the course of the action, Admiral Benbow boarded his ship three times, in which he received a shot in the arm, and a wound in the face; and, if he had been properly seconded, he would undoubtedly have succeeded in carrying her. Du Casse was a brave man, and an able officer, himself; and he possessed too high a sense of honour, not to acknowledge those qualities in another, although he might be his enemy. Shortly after his arrival at Carthageua, he sent Admiral Benbow a letter, the original of which is probably still in existence. The following is a translated copy:—

"SIR,

"I had little hopes on Monday last, but to have supped in your cabin: it pleased God to order it otherwise: I am thankful for it. As for those cowardly captains who deserted you, hang them up, for by — they deserve it.

Your's,

"DU CASSE."

It is deserving of remark, that the Monday mentioned in this letter, was the very day on which a pretended consultation amongst the captains had been signed, magnifying, in an extraordinary manner, the strength of the enemy. It is not surprising, therefore, that the affair, as it related to Kirkby and his associates, should be generally treated as one of the basest and most dishonourable that ever occurred in the British navy.

On his arrival at Jamaica, Admiral Benbow found himself under the necessity of having his broken leg cut off; an operation which, combined with the irritated state of his mind, threw him into a fever, under which he struggled till the 4th of November. On that day he died, lamenting, to his latest moments, the national disappointment which would necessarily ensue from his ill success. During his illness, however, he behaved himself with great calmness and presence of mind; giving the necessary directions for stationing the ships of his squadron, so as to protect our commerce, and to incommode the enemy.

Queen Anne, who had succeeded to the throne a few months after his departure from England, is said to have spoken of his loss



with great tenderness and concern. By the nation at large he was most deeply regretted; and, as a tribute of respect to his memory, his remains were sent for home, in order that they might be solemnly interred at the public expense. It is traditionally stated, that he was buried in the church-yard of the parish of St. Nicholas, Deptford, in the north-west angle, which is formed by the projection of the steeple beyond the body of the church. A plain flat stone was placed over his remains; but neither public gratitude, nor private affection, has thought it worth while to preserve even that slight memorial of his fame.

Admiral Benbow left several children, of both sexes; but the males all died without issue.—Of his son, John, we shall here introduce a short account. He was bred to the sea; and, in the same year that the admiral died, he was shipwrecked on the coast of Madagascar. “All we know with any certainty,” say the editors of the *Biographia Britannica*, “as to his affairs, amount only to this:—

“He sailed in quality of fourth mate on board the *Degrave* East Indiaman, which lay in the Downs when his father proceeded on his last expedition. She passed through, February 19, 1701, bound for Fort St. George, and thence to Bengal. She was a very fine vessel, of 700 tons, and 52 guns, and performed this voyage happily: but at Bengal the captain died, the first mate soon followed him, by which the command devolved on the captain's son, who was second mate, and Mr. Benbow succeeded in his place. From Bengal they sailed for the Cape of Good Hope; but, in going out of the river the ship ran aground, and stuck fast: she floated again the next high tide, and put to sea with little or no damage as they then imagined, but they soon after found her so leaky, that they were forced to keep two chain pumps continually going. In this condition they sailed two months before they reached the island of St. Maurice, inhabited by the Dutch, who received them very kindly, gave them all the assistance in their power, permitting them to set up a tent on shore, into which they brought most part of their cargo, having unladen the ship in order to search for the leak, which they could not find. After about a month's stay at the island of St. Maurice, and taking about 50 Lascars or Moorish seamen, they sailed directly for the Cape of Good Hope. They had then about 170 hands on board, and though the Lascars could not do much in point of navigation, yet they were of great use, as they eased the English seamen of the labour of pumping. Yet after all, it was fatal for them that this rash resolution was taken, of putting to sea before they had stopped, or even discovered the leak; for in a few days time it gained so much upon them, that notwithstanding they pumped day and night, it was as much as they could

do to keep the vessel above water, though they were still 600 leagues from their intended port. The crew thereupon acquainted Captain Young, that for the common safety it would be best to run the ship ashore on the nearest land, which was that of Madagascar, which he accordingly did; but, in spite of all the care he could take, the ship was wrecked and broke to pieces, and he, who was the last man in her, obliged to throw himself into the sea, in order to swim on shore as well as he could, which with difficulty he performed. They were quickly made prisoners by the king of that part of the island, who carried them 50 miles up into the country, where they found one Captain Drummond, and one Captain Stewart, with a few of their ship's crew, and who soon let them into a perfect knowledge of their condition, by assuring them that the king intended to make them serve in his wars, and never permit them to return to Europe, which struck them with the utmost consternation. In this distress, the captains, Drummond, Stewart, and Young, held a consultation, in conjunction with Mr. Prat, and Mr. Benbow, in which Captain Drummond proposed, as the only expedient by which they could recover their liberty, to seize the black king, and march off with him prisoner into some other province of the island, where ships frequently came. Mr. Benbow warmly espoused this proposal, and assisted with great courage in the execution of it, which was performed with more ease than was expected; and the king, his son, and the queen, were made prisoners; but the queen was released by Captain Young out of mere pity. It is not very easy to conceive a bolder enterprise than this, where between 50 and 60 white people, and not above half of these armed, carried off a black prince out of the midst of his capital, and in the sight of some hundreds, nay some thousands of his subjects, better armed than themselves, who were notwithstanding restrained from firing by Captain Young's threatening to kill their king if they did. Afterwards, however, they managed the thing strangely; for, upon a proposal by the negroes, to give six guns for their king, it was agreed to, upon a supposition that they would then follow them no farther, and this, notwithstanding Mr. Benbow opposed it, and shewed them the consequence with which it must be attended. The king being set free, they still continued to follow them: at last it was agreed to give up the prince too, in hopes that would put an end to the pursuit, taking three people, whom the blacks told them were their principal men, as hostages, two of whom made their escape, and then the blacks not only pursued, but began to fire, which hitherto they had not done. The weakness of their own conduct, and the wisdom of Mr. Benbow's advice, were now visible; and as it appeared that they had nothing for it but fighting, they began to dispose their little army in order of battle, their 36 armed men were formed into four bodies, under the three captains and Mr. Benbow; but after an engagement, lasting from noon till evening, it was agreed to treat: the negroes demanded their arms, promising to let them go. This proposition was vigorously opposed by Mr. Benbow; and when it came to be put in execution, the captains Drummond and Stewart, and some of their crew, refused to deliver their arms, and

marched off unperceived in the dark, accompanied by Mr. Benbow, and got safe to Port Dauphine, while all the rest were cruelly murdered, except one boy, whom they preserved and made a slave."

After many dismal and dangerous adventures, Mr. Benbow was compelled to live with, and in the manner of, the natives of Madagascar, for many years; but, when he least expected it, he was released by a Dutch captain, out of respect to the memory of his father, and brought safe to England, where his relations had long supposed him to be dead.

Mr. Benbow is said to have been naturally of a brisk and lively temper; but his sufferings gave a melancholy cast to his mind; and, after his return to England, though he lived several years, he passed his time in privacy, and was averse from conversation, except amongst his particular friends. He wrote a description of the south part of the Island of Madagascar; but, by being frequently borrowed, the manuscript was lost, and nothing farther is known than what we have here stated.

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#### HERALDIC PARTICULARS.

On the authority of Philip Calton, Esq. of Milton, Berks, who married Admiral Benbow's eldest daughter, all our naval historians, and even the editors of the *Biographia Britannica*, have stated, that, on the admiral's return from the West Indies, in the year 1700, King William, "as a signal mark of his kind acceptance of all his services, granted him an augmentation of arms, which consisted in adding to the *three bent bows*, which he already bore, as many *arrows*." This is altogether an erroneous statement. The Newport branch of the Benbow family, from which the admiral sprang, bore *two bows*, and *two bundles of arrows*, as far back as the year 1623; and, on diligently searching the books in the Heralds' Office, we find that *no augmentation whatsoever* has been granted to any of the family since that period.

The following is a description of Admiral Benbow's armorial ensigns, as represented in the plate prefixed to the memoir:—

**ARMS.**—Sable, two strung bows endorsed in pale, or, garnished gules, between two bundles of arrows, in fesse, three in each, or, barbed and headed, argent, tied gules.

**CREST.**—A harpy close, or, face proper, her head wreathed with a chaplet of roses, gules.

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NAVAL ANECDOTES,  
COMMERCIAL HINTS, RECOLLECTIONS, &c.

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NANTES IN GURGITE VASTO.

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MOREAU, AND CAPTAIN LARKINS.

**I**N addition to the accounts of the capture of the Warren Hastings East Indiaman, by the Piedmontaise frigate, which we have given in a preceding volume,\* we copy the following statements from the last-received India papers:—

FROM THE ISLE OF FRANCE GAZETTE.

*To the Editor of the Gazette.*

SIR—If you will be so good as to insert in your next the following piece, you will greatly oblige, Sir, yours, &c.

C. MOREAU.

“ Always at sea since the capture of the Warren Hastings, I was ignorant of the calamities of Captain Larkins: I now answer them.

“ The Warren Hastings, after an action of three hours and an half, had just struck her colours. I received orders to go on board. The yawl over the stern having a shot through her, they were getting ready the other boats, and on which every body (Ang. all hands) were employed. At this juncture, the Warren Hastings bore up, which we perceived when too late; as the jib-stay and halliards were shot away, we got on board the fore-tack, but the frigate had not time to fall off, and we fell on board broadside to broadside. Indignation was, at first, at its highest pitch; the captain of the frigate ordered her to be boarded; one De Gagues, a quarter-master, jumped on board the first; I followed him; the English appeared armed; they were repulsed.†

“ We all looked after the captain. I found him the first, and struck him with a dagger. I was at that time surrounded by my people, who all wished to punish him as he deserved. I therefore

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\* *Vide* NAVAL CHRONICLE, Vol. XVI. page 479 and 484.

† Amongst those that presented themselves to repulse us, there was a midshipman, who threw himself down on the gun-deck of the Warren Hastings, after having struck me with a cutlass, but luckily with the flat part; they all swore at St. Helena that I wounded him.

ask, who saved him, if it was not I? I ordered him to be taken on board the frigate, where the captain, being irritated, shewed great displeasure, and Captain Larkins experienced the same reception, arising from the same sentiments, from every one; but afterwards, when all were cool, they regarded him as a sufferer, and all was forgot. The captain of the frigate lodged him in his own cabin, and in five days he was cured of his wound.

“ Behold, Mr. Larkins, notwithstanding your affidavit, and those of your officers, how things have come to pass, and how you have represented them!—If, contrary to the laws of war and honour, you had not run foul of the frigate, and when your colours were struck, if your men had not demonstrated an intention to fight, the Warren Hastings would not have been taken a second time, and I should not have wounded you!\*

“ You fell on board us purposely, and thus I prove it, for when I boarded the Warren Hastings your helm was hard up, and we were to leeward, your rudder, tiller, and tiller ropes were in good order, and I shifted the helm myself; your intention therefore was to run foul of us. Mr. Touissant, one of your officers, has said in the presence of the officers of the frigate, and of your own officers, that in the moment of being boarded, he encouraged the people to recommence the action; and I ask you, sir, who gave him the authority? Still farther, your officers, when at the Grand River on the Isle of France, have had the imprudence to assert, that the Warren Hastings ran on board us, to dismast us; your officers and boatswain said the same when on board the Warren Hastings, and that it was your interest to do it. Exclusive of your having run us on board, what damage had we sustained by your fire, so sharply and so well kept up by your own account? The Warren Hastings was nearly dismasted, and in a bad condition; the Piedmontaise had only the jib-stay and the jib-halliards, two fore-shrouds, and a part of the fore-top-mast back-stays shot away; and abaft, the damages were as insignificant. Allow, Sir Company’s captain, that there is a great difference between a man of war and a merchantman.

“ I have been seeking for reasons which could have induced you to calumniate me in such an infamous manner. I have been able to adduce no other than such as are connected with the sentiment

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\* Mr. Wood, who says he was wounded too, had only received a blow with a handspike or a stick from a sailor, because he made a shew of not delivering his arms.

of placing money above every thing. You had much private trade on board the Warren Hastings; by the capture of the ship you would have been a great loser; you therefore wanted a pecuniary indemnification—you have probably obtained it, by making yourself an object of that compassion which every one has for unfortunate courage.—Yes, sir, your calumnies were a speculation—you have slandered me merely for money; for otherwise you would have spoken out sooner, and particularly to General Decean. Your being a prisoner was a great claim for receiving judicial redress: you did not complain—because I was present, and could have immediately proved the falsity of your accusation, and then the captain-general would not have had the goodness to allow you to depart so soon. Do not pretend that a motive of generosity prevented you from accusing me, for fear of its ruining me; for why did you do it afterwards? Dare you to call yourself generous?—You have accused me in the face of mankind as an assassin, when you knew my reply could not be made till a twelvemonth after your accusation. I tell you, Mr. Larkins, with bitterness, that the whole of your conduct is well worthy one who, under the shelter of the capstan, made his crew fight, but could only himself find tears to deplore a reverse of fortune, at a time when he ought to have displayed a different character.\* It is possible, sir, that you will add something more to your calumnies, which you may be assured I shall not answer. You have been paid without doubt—let me alone.

“As Captain Larkins has inserted his calumnies in all the papers in India, and as the naval commander-in-chief in India has inserted them in general orders, my friends have desired me to prove the injustice of this proceeding. I have, with the greatest reluctance, yielded to their desires, feeling that it did not suit me to entertain the public about myself, not having done any thing remarkable; and particularly as it appeared to be a measure which the English might construe into a justification.”

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#### FROM THE CALCUTTA TELEGRAPH.

*To the Editor of the Telegraph.*

SIR—Having served with Captain Larkins, of the Hon. Company's ship Warren Hastings, as third officer, during that

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\* Mr. Larkins always flattered himself that we should be taken off the Isle of France; when he found that we were at anchor in the grand port, he said to the commandant, “It is done now; yes, and well done”—then he began to cry like a child.



ship's unfortunate voyage, and recollecting every circumstance that occurred during and subsequent to the action with the Piedmontaise, I request you will do me the favour to insert in your next the undermentioned facts, in opposition to the vile and false assertions of Charles Moreau, as extracted from the Isle of France Gazette, in your paper of the 26th inst.

Captain Larkins' statement of facts has already shewn to the world the character of Moreau, and very justly and accurately has Captain Larkins described that monster's conduct; I wish, for the honour of the situation he is placed in, I could mention him in softer language, but his atrocious conduct towards a defenceless and gallant person, must, in my opinion, prove him actuated by those principles which are inimical to humanity.

Moreau, in the first place, states he sought Captain Larkins: he and his followers could have had but a trifling search, as I know Captain L. stood on the quarter-deck, from whence the intoxicated gang drove him to his cabin, as stated by Captain L. Moreau's system of saving a defenceless person is entirely new, his poniard was not used on board the captured ship for the purpose of saving; if his intoxicated followers had not possessed more discretion than himself, more crimes would have been committed.

Moreau says the tiller and ropes were in good order—granted; but the nail which confined the rope to the barrel of the wheel had been, by some accident, drawn; the wheel he may have shifted, but the helm remained useless.

As to running on board the frigate subsequent to the action, no such thing, I can with confidence assert, was intended; this for a time served Moreau as a cloak for his atrocious conduct to a defenceless and (I can with safety to my own conscience as a christian declare him) an inoffensive man. I likewise declare, that no one belonging to the Warren Hastings appeared with arms subsequent to the colours of the ship being struck, consequently Mr. Moreau had no one to subdue a second time, as he pretends. Mr. Toussaint never had the least idea of encouraging the men to commence the action, as stated by Moreau; and I declare, when confined with him on board, and in the Grand River prison, neither he, nor any other of Captain Larkins' officers, uttered a syllable in respect to any intention of running the ship down. The boatswain has declared to Mr. Bristow, late gunner of the Warren Hastings, and to the whole of his fellow prisoners, that he never spoke a single sentence to the purport stated in Moreau's false

allegations; and to add another contradiction to Moreau's aspersions, no midshipman ever lifted a sabre near him; and I again declare that Mr. Bristow, midshipman, was poniarded through the hand and arm while in the act of getting some clean linen from his trunk after the action, and this was done by Moreau's orders; and Mr. Hood was likewise poniarded through the arm; the French surgeon who visited the prison dressed the wound. I well recollect, that when Captain Larkins surrendered the ship, that I and the other officers followed his example, by taking off our side arms, neither did any one afterwards dispute the possession of them. If Mr. Moreau will allow Mr. Dutart, the master of the Piedmontaise, to explain to him the manner in which the ships came in contact with each other, Mr. Moreau will find it does very little credit to his abilities as a seaman; it was in Mr. Moreau's power to have prevented the accident, had he attended to the frigate; this Mr. Dutart has declared to me. But the man who glories in a falsehood is naturally lost to all sense of shame, and is pleased with his own atrocious conduct; and even when such conduct is detected, it may scarce cost him a single blush: such a disposition do I consider Mr. C. Moreau to possess.

In Mr. Moreau's own words, "he may see how things have come to pass;" and I solemnly declare what I have stated above to be just; and Mr. Bristow, who has arrived here in the Holstein, from the Grand River Prison, Isle of France, and knows the circumstances to be as above stated, will, with myself, at any time, make affidavit to them.

*Calcutta, 31st December, 1807.*

G. D.

#### EXTRAORDINARY CONFLICT BETWEEN A TIGER AND AN ALLIGATOR.

THE following account of the surprising manner in which a sailor was preserved from apparently inevitable death, on the coast of Africa, has been received in a letter from the captain of the Davenport Guineaman:—

"Some time after my arrival in the British factory, Cape Coast, on board the Davenport Guineaman, I was sent for by the commodore, who was stationed in the Diana frigate to protect the trade of the place before mentioned, and appointed by him to command a sloop, employed on the service of conveying slaves, teeth, gums, and other merchandise, from the company's factories, situated several hundred miles up the river Congo, down to the

principal depôt at the Cape. The sloop carried six swivels, and was manned with nine negroes, and two north country seamen, named Johnson and Campbell, the former of whom was my mate. After receiving orders relative to the duty in which I was employed, we proceeded on our voyage, and had navigated nearly fifty leagues up the country, when one morning the breezes died away suddenly, and we were compelled, by a strong current running against us, to drop anchor within a quarter of a mile of the shore. In this situation the sloop remained for three days; during which time the circumstances fell out I am about to communicate—circumstances so improbable in themselves, so marvellous, as almost to border on impossibility, but nevertheless declared by me, as a spectator, to be a reality. To resume my narrative—the bosom of the deep appeared, as it does in these parts, while the calm prevails, extremely tranquil, and the heat, which was intolerable, had made us so languid, that almost a general wish overcame us, on the approach of the evening, to bathe in the waters of Congo; however, myself and Johnson were deterred from it, from the apprehension of sharks, many of which we had observed in the progress of our voyage, and those enormously large. At length Campbell alone, who had been making too free with his liquor case, was obstinately bent on going overboard, and, although we used every means in our power to persuade him to the contrary, dashed into the watery element. He had swum some distance from the vessel, when we on the deck discovered an alligator making towards him from behind a rock that stood a short distance from the shore. His escape I now considered impossible, his destruction inevitable, and I applied to Johnson to know how we should act, who, like myself, affirmed the impossibility to save him, and instantly seized a carbine to shoot the poor fellow, before he fell into the jaws of the monster. I did not, however, consent to this, but waited with horror the tragedy we anticipated; yet willing to do all in my power, I ordered the boat to be hoisted, and we fired two shot at the approaching alligator, but without effect, for they glided over his scaly covering like hail stones on a tiled penthouse, and the progress of the creature was by no means impeded. The report of the piece, and the noise of the blacks in the sloop, made Campbell acquainted with his danger; he saw the creature making for him, and, with all the strength and skill he was master of, made for the shore. Now the moment arrived, in which a scene was exhibited, beyond the power of my humble pen perfectly to describe. On approaching within a very short dis-



tance of some canes and shrubs which covered the bank, while closely pursued by the alligator, a fierce and ferocious tiger sprang towards him, at the instant the jaws of his first enemy were extended to devour him. At this awful moment Campbell was preserved. The eager tiger, by overleaping him, encountered the gripe of the amphibious monster. A conflict ensued between them; the water was covered with the blood of the tiger, whose efforts to tear the scaly covering of the alligator were unavailing, while the latter had also the advantage of keeping his adversary under water, by which the victory was presently obtained, for the tiger's death was now effected; they both sank to the bottom, and we saw no more of the alligator. Campbell was recovered, and instantly conveyed on board. He spoke not while in the boat, though his danger had perfectly sobered him; but the moment he leaped on the deck, fell upon his knees, and returned thanks to that Providence who had so protected him; and, what is more singular, from that moment to the time I am writing, he has never been seen the least intoxicated, nor has he been heard to utter a single oath. If ever there was a perfectly reformed being in the universe, Campbell is the man."

#### ANECDOTE OF SIR ROGER CURTIS.

HAVING received orders while in London to take command of a squadron at Portsmouth, the admiral travelled, for despatch, without servants, plainly dressed, in the mail coach. As it frequently happens in this sort of conveyance, the passengers were unknown to each other, and Sir Roger found himself in company with a young man, who proved, by his uniform, to be a mate of one of the East Indiamen then lying at the Motherbank. When they had proceeded within a few miles of Petersfield, the young officer pulled out some bread and cheese from a bundle, and invited his fellow-travellers to eat. During their repast he entertained them with sea phrases, which induced the admiral jocosely to ask him many simple questions relating to nautical tactics; among others, he demanded how sailors could see at night, and whether they were not compelled to tie the ship to a post, or tree, until morning? The mate was not backward in bestowing a few hearty downs upon the ignorance and lubberly lingo of the admiral, who laughed heartily at the joke; and he not only bore the rough observations of the sailor with good humour, but the contemptuous grins of his fellow-passengers. On their arrival at Portsmouth, the admiral shook hands with the mate, and went on board his

ship. The same day Sir Roger came on shore in his broad gold-laced hat and uniform: he was attended by several of his bargemen, and while walking up Point-street, he met his late fellow-passenger, the mate of the Indiaman. Before the latter could recover from his surprize, Sir Roger accosted him with, "What cheer, mess-mate; you see I am not the lubber you took me for; but come, as I breakfasted out of your locker this morning, you shall *splice the main-brace* with me this evening; then you may square your yards, and run before the wind to the Motherbank." The mate, with astonishment, apologized, as well as he was able, for the liberty he had taken with the admiral, who soon released him from his embarrassment, and advised him, over a bottle, never to be decoyed in future by false colours, but to look sharply at the mould and trim of every vessel he met, before he suffered her to surprize him.

#### ADMIRAL BLAKE.

It is well known, that immediately after the Restoration, one act by which the base spirit of the new reign was displayed, was to disinter several persons who had been honoured with a burial in Henry the Seventh's chapel, and to treat their corpses, some with indignity, others with neglect. Among these was the renowned Admiral Blake, whose body, which had received the highest national honours, through the patriotic feelings which animated the administration of Cromwell, was no longer thought worthy to lie among kings, and the relatives of kings, and was deposited in some obscure corner in St. Margaret's church-yard. Mr. Fox, in the introduction to his posthumous historical volume, has affixed a just note of infamy to the meanness of Monk, who could see, without interference, this dishonourable treatment of the remains of the man with whom he had successfully fought his country's battles. It is scarcely necessary to observe, that the English navy never produced a braver or abler commander than Blake, who, says Lord Clarendon, "first brought ships to condemn castles on shore, and taught seamen to fight in fire as well as as upon water;" and that his public spirit, integrity, and disinterestedness were equal to his valour. He was indeed, in all respects, one of the noblest characters of the age. After the most active services to the cause which, in the civil wars, conscience led him to prefer, he consented, under a government which he regarded as an usurpation, to serve his country against foreign enemies, and made its name feared and respected on every coast

visited by its flag; and so liberally did he share his purse with his friends and sailors, that all his high posts and rich captures did not add five hundred pounds to his patrimony. Amid the honours justly paid to so many other heroes of the British navy, it is surely discreditable to the nation that no memorial of one who may be placed at the head of the list, is to be found, except in the pages of history.

#### MELANCHOLY END OF A DRUNKARD.

THE following dreadful anecdote is related by a lady, who was passenger on board the *Buffalo* man of war, on her passage from New South Wales to England, in the year 1800:—

“ It was Christmas eve, and we were sitting round a good fire, anticipating the pleasure of the ensuing day, for which great preparations had been making for several days, when we heard a great noise on the main-deck, which we soon learnt was occasioned by Mr. L. one of the midshipmen, who was excessively intoxicated. Stripped to his trowsers, his face flushed with liquor, his countenance (which, I must observe, was at the best of times one of the worst I ever saw), dark and malignant, and his mouth foaming with passion, he was uttering the most horrid oaths, and threatening to strike or destroy every person near him. He refused obedience to the orders that were given to confine him to his cabin, which was under the half-deck, till menaced to be punished at the gangway. He then went in, and the door was shut upon him, but not fastened. In less than five minutes afterwards he appeared, stark naked, just under the main-chains on the gangway, having got out at the port in his cabin. He was discovered standing on the gangway, by his calling out, “ Make haste, messmates, bear a hand, I am going to drown myself; bear a hand, messmates, tell them I am going to drown myself.” All hands thronged to that side of the ship: he looked up and said, “ Call my messmates, tell them I am going to drown myself: I wish well to all the *Buffalo*’s ship’s company;” and instantly plunged into the deep, before any means could be used to prevent him. The ship was going at the rate of seven knots, directly before the wind, a considerable sea was on, and night had just set in, it being between nine and ten o’clock, so that he must have been out of all reach before a boat could have been lowered. To describe the horror and dismay it occasioned throughout the ship is impossible. One moment we had all been witnesses to the dreadful state of



drunkenness he was in, and had heard his blasphemous oaths; and the next, whilst they were yet quivering on his lips, we saw him rush into the presence of his Maker, "with all his imperfections on his head."

#### HONOURABLE EXERTIONS OF LIEUTENANT PEARSE.

Among the young officers who lately assembled at the Navy Office, to pass their examination for lieutenants, Mr. William Pearse presented himself for that purpose. His certificates from his late commanding officers attracted every one's attention; as it appeared by them, that he had more than twenty times risked his life to save that of a fellow-creature, by leaping overboard after those who had fallen into the sea in gales of wind, and when the ship was going at a great rate; and that he had had the singular good fortune by these means, of saving the lives of a dozen seamen. The crew of his majesty's ship *Foudroyant* had honourably presented him with a handsome sword, on which his fortunate exertions in preserving the lives of three of their shipmates are expressively engraven. This gentleman's promotion was not only ensured, but distinguished.\*

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### CORRESPONDENCE.

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#### PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

##### LETTER VIII.

SIR,

**T**HE grand mechanism of naval discipline (if I may be allowed the expression), consists in the various gradations which take place, from the monarch who delegates his power to the Admiralty, to the lowest ship-boy. These several gradations, by action and re-action, connect the whole into a system, and, like the wheels of a complicated machine, though all conduce to one common end, yet each wheel comes in contact with only one or two others; with those it acts *directly*, and only by their means with the others. In like manner do the different gradations of rank in the navy apply themselves. Each officer should support the rank next below him, and pay due respect to that next above. This

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\* *Vide NAVAL CHRONICLE*, Vol. XIX. page 438.

rule is in general well supported in our ships of war, and it has amused, if not excited the ridicule of some landmen who have observed its various stages in trifling instances. Thus, a centinel informs the quarter-master, that "it is twelve o'clock;" the quarter-master the mate; the mate the lieutenant; the lieutenant the captain; the captain the admiral; and then the order to ring the bell, or, as it is usually, though absurdly, expressed, *make it so*, returns back through the same number of persons, before the important command can be given to, and executed by the cook's mate. Nay, I understand that this ceremony extends as high as majesty when embarked; and we have a good story among us, Mr. Editor, that not a hundred years after the victory off Camperdown, the captain commanding a yacht, in doing this duty, said, "Please your majesty, it is twelve o'clock;" but fearing it might be too presumptuous an assertion, even prefaced as it was, humbly and fearfully added, "but not unless your majesty pleases." All these marked distinctions, however, are of use; and, as in the case of the machine, if one of the wheels was to be taken out, the working of the whole would be spoiled; and even should the two wheels, from between which one had been taken, be brought together, and the machine again put in motion, the result would be different and incorrect; so would the whole system of discipline on board a ship of war be injured, by the removal of any one of the various intermediate degrees of rank and power. We hear that Buonaparte has so many subordinate degrees of rank or distinction, that the lowest officer has charge only of three men, and out of these three his successor is to be chosen in case of a vacancy, so that every man has the stimulus of promotion brought very near him. In the same way we should have as many petty officers as possible, with a certain charge upon each. Thus, the captain of a gun may have a degree of command over his men at all other times, as well as when exercising or fighting, and be ordered upon certain duties with them. In short, every nominal distinction should be made as respectable as possible, and an object for others to aim to the attainment of. The more of those distinctions there are, the more means exist of conferring rewards on the meritorious, and in case of a fault in those that are distinguished by small commands, a temporary or total dismission from office, offers a mode of punishment without having recourse to any corporal infliction; a most desirable result to be drawn from an improved system of discipline. Much was done towards the attainment of this desirable end, by the late regulation for giving

ratings to the captains of the fore-castle, tops, &c. and I hold the service and the country much obliged to the person who was the cause of the adoption of that excellent measure. Many of our floating castles are indeed at present so well ordered and disciplined, that I think we want but little to attain to that truly proud situation, when a ship of war will be a desirable object to all the labouring part of our community; and when we consider the excellent and ample provision both of meat and drink daily provided; the means there are by allotments to provide for a family in absence; the expectation of honour and prize-money, and the consideration that, although sometimes great exertions are required, yet that in general the labour is not at all equal to that of all day-works, either of agriculture or manufacture ashore. I can only attribute the distaste to the service which prevails, to the long confinement on board, and that teizing sort of labour which exists in some few ships, and which I have censured in part of my fourth letter.\*

Our several gradations of rank are in general well preserved on board a ship of war; but I am afraid that it has been latterly the fashion for some officers, of that truly useful and respectable rank of lieutenant, to jar a little unnecessarily against the rank next above them. I have observed a little, and heard more, of a sort of ungracious and punctilious soreness, very different from that prompt and cheerful obedience becoming a good officer, and which is fatal to the whole discipline of the ship. It is to be observed, that those officers, or rather lieutenants, who are the most tenaciously captious with respect to what they fancy imperious from above, are ever the most rigid in exacting a large portion of submissive attention from those below them; but how true is the observation, that *he who has never learnt how to obey, can never know how to command*. So much depends upon the example of the higher ranks in the service, that an officer who betrays a want of alacrity, or evinces marks of ill temper in carrying on his duty, may well be ranked amongst the most mischievous members of society. I conclude, however, that this conduct must have place only among those whose inferior merits do not allow them to look forward with expectation of promotion; and it is at least very certain, that it has kept many from receiving it: but I am bound to add, that like all other bad cases in our truly admirable service, the faulty are very few, the deserving very many.

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\* See Vol. XIX, page 384.



I must not, however, in this place fail both to censure and lament that it has been too much the custom of some captains of late, to keep very much aloof from their officers; and others have ceased to keep that sort of respectably hospitable table, at which some of their officers were always to be found. I hold this to be a very important omission; and in spite of the complaint of the high prices of various articles of life, there are very few who have omitted this good old custom, and I will add, this necessary duty, who can offer a tolerable excuse. I have often seen parties at the tables of captains, who certainly could not plead poverty, without one of the officers of the ship being present. This is to me a very melancholy sight; and I feel pity as well as regret that the social feelings of any officer should be at so low an ebb. But, to return to our gradations of rank. There is one striking and sudden change in these gradations, which is from the lowest class of petty officers who have received liberal education, and expect to attain to the highest ranks, to the uneducated, who expect to attain at most to a warrant. Here great care is to be taken, that the gentleman does not in his language or manners sink down to the level of the man of fewer advantages and inferior endowments; but by his example assist the other to prepare himself to be able to attain, and respectably sustain such situations as he may look up to; they are indeed situations of vast importance, and merit every possible attention and respect. It has always been to me a source of great satisfaction, to see the many very respectable men, who, after a life of hard labour, have become boatswains, gunners, and carpenters of ships of war. These valuable classes form in some degree a separate branch of the machinery of discipline and rank, and as useful as are the added wheels and weight to make a clock strike. These officers very often possess a sort of plain matter of fact manners, wherein openness and respect are so well blended, that I have been very much pleased with it, and esteem it as highly beneficial in such a service as ours. From their necessary intercourse immediately with the seamen and artificers, they are of vast utility in knowing the characters about them, and should always have great attention paid them by the superior officers, to give them the due weight with the people under them.

I remain, sir, yours, &c.

A. F. Y.



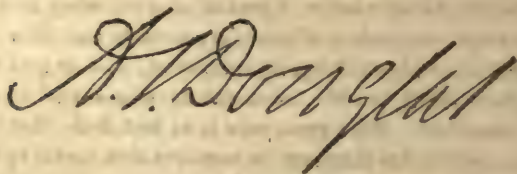
MR. EDITOR,

**O**BSEVING that you occasionally insert in your valuable publication the fac-similes of eminent naval officers, who have well deserved the gratitude and admiration of their country, I have great satisfaction in sending you that of the gallant and ever-to-be-lamented Sir A. S. Douglas, *for the authenticity of which I can pledge myself*, having been in constant habits of corresponding with him upon the footing of a most intimate and particular friend during his life-time. I am

Your most obedient servant,

York, 2d September, 1808.

NAUTICUS.



We with pleasure comply with the request of NAUTICUS, in giving a fac-simile of Sir A. S. Douglas's signature, and shall feel obliged, if the writer of the letter can furnish or procure for us a biographical memoir of the public services, with a portrait, of his lamented friend, in order that we may be gratified by having an early opportunity of recording the same in our CHRONICLE.—ED.

REMARKS ON THE PARLIAMENTARY DUTIES OF  
NAVAL OFFICERS.

## LETTER V.

SIR,

**B**EFORE I proceed on the subject of my three first letters to you, I shall indulge myself with a few words respecting my last. When the author of a periodical work inserts opinions in strong opposition to his own, in so fair a way as you have done that letter. he merits the thanks and praise of the public, for being the vehicle of that useful discussion which must ever tend to the attainment of truth; and from the individual correspondent as much attention as possible, to confine himself to the limits of his wishes respecting the mode of discussion. In the present instance, Mr. Editor, allow me to express myself obliged to you, not only

for so honourably admitting my remark, so hostile to your own opinion, but for your notes, in which you endeavour to set myself and the public right, where you consider my remarks as erroneous. In your first note I most cordially agree with you. I would always, as much as possible, deprecate every species of personal attack; but as far as the attack on the public measures of public characters is personal. how can it in such a case as the present be avoided? Men paid and pensioned by the public are not to be set up above public censure; and if it be right to praise and reward meritorious services, it is surely both just and necessary to expose erroneous conduct, however unpleasant the task. Your work, Mr. Editor, is extended widely, not only through these kingdoms, but wherever commerce extends, and your assertion might have given a general, though in my opinion a very erroneous idea, of the national wishes. I hold it as a duty to state the different sentiments which I had found prevalent in my walk of life, and in the performance of this duty, it was not possible to avoid some mention of the public conduct of a character so eminent as that under consideration. Abstracted from public considerations, there are very few men on whom I would more gladly confer a benefit, or bestow satisfaction; you may therefore be assured, that I felt not the petty malevolence which generally induces to a personal attack, but was solely actuated by a public feeling, on a question of great national concern.

With respect to your second note, I have to remark, that I never before had understood the wound there mentioned to have been of such material consequence, and therefore am most fully desirous to retract any part of my argument that could gather weight from a mistake respecting it. With regard to the action itself, I remember well that it was said at the time (and I have never heard a contrary opinion since), that when it was taken into consideration how long the British ship had been in commission, the very different state of the French, with the other attendant circumstances, that the bestowing honours had by no means the effect of stimulating to great actions, but led to an expectation of them on very common occasions. I most truly assure you, Mr. Editor, that I never heard a naval officer speak of that action but in this way. The letter you allude to in your third note, is ably written, and the writer has availed himself as much as possible of the peculiar state the island was in; but I confess it has not satisfied me. After repeating my thanks for the very fair manner in which you have published my dissent from your opinion, I return to a



general subject, assuring you that I shall not unavoidably return to one that appears to be personal.

The present recess of parliament will give our naval legislators time to consider the topics which have been already offered to their notice; and I will now proceed to offer some other observations for their consideration. It may not have been difficult to perceive, that in my opinion the state of the representation of the commons of this empire is not the very best possible at this present moment, and indeed I believe, that except the chartered monopolists of all sorts, and the hungry and griping contractors, with perhaps the peers who nominate the members for certain, and perhaps almost all boroughs, it is become a general opinion that matters are very bad; but there exists a great variety of opinions, how a reform should take place, or whether it should take place at all. When an indolent or penurious man sees his house out of repair, he puts off what to him seems an evil day as long as he can, and either does not see, or is wilfully blind to the gradual increase of decay, till he suffers the whole fabric to fall about his ears. It appears a too common opinion, that we should continue to witness our political decay, as the poor weak wretch above mentioned does his house. Some selfish persons care little if the present fabric can be propped up to last the little span of their own selfish lives; and others, that see clearly the defects, think it better to labour under the pressure and inconveniences attending them, than to run any risk of an alteration. This timid class does not perhaps observe that corruption can never be at a stand; that if the exertions of honesty be not powerful enough to give it a strong retrograde motion towards honour, it will be progressive in a powerfully increasing series, till confusion in all its horrors ensues. I would state the *suavity* of the British constitution to be one of its peculiar, if not its most gloriously characteristic attribute. It is calculated to maintain all the vigour of youth, by the timely application of legislative interference, as the state of its cultivation, its population, and relative situation with other nations, may change in the lapse of time. Every session of parliament shews in some degree both the necessity and the benefit of such legislative interference; but nothing in our situation has undergone a more material or more striking change, than the state of society, and the progress of knowledge, since the present *prescribed* mode of sending members to the House of Commons was introduced. These changes now render that prescribed mode a very bad or very inadequate one to answer the intended purpose; what then must

be our situation, when we see the dreadful perversion of even this very bad, this inadequate mode of representation. Every year we see acts of the legislature passed to meliorate the condition of the subject in some comparatively trivial concern of an enclosed common, a canal, or a new road; whilst this most important of all concerns is most unaccountably delayed, merely, one should think, on account of its importance.

I also observe a pretty numerous class who contrive to get rid of any proposal for a reform of abuses, or for the destruction or diminution of corruption, by saying that all such plans are *Utopian*; that the mass of mankind is corrupt, and that all attempts to procure an honest government, or to form a virtuous people, are futile and visionary. But I trust, however, that the honest part of the community, amongst whom I fully rely on my brother sailors in Parliament, will not yield to such miserable argument, so unworthy of man, of man endowed with ever improveable faculties and the glorious gift of reason. The miser, whose soul is bent on the acquirement of a plum, does not hesitate to labour hard for an additional penny, because he sees the attainment of his main object at an immeasurable distance. The science of Newton and his great fellow labourers in discovery was the work of approximation, and seldom of absolute and perfect result; and why then should the honest patriot check his endeavours, because he fears that they will not attain to the highest possible moral or political advantage. Yet this term *Utopian* is frequently thrown out as an argument to prevent the attempt at an honest and constitutional reform. But I trust the next session of Parliament will produce some judicious beginning of the glorious work; and I should rejoice to see the naval phalanx either leading in such a cause, or at least firmly and ardently supporting its progress. The eyes of the nation open rapidly to the necessity of some reform. The heavy pressure of taxes makes us clear-sighted towards the obstinate and ill-judged barriers which are uniformly thrown in the way of every attempt to amend the grossest abuses, and the unaccountable pertinacity with which the adherence to sinecure places and pensions are adhered to. We see with disgust the low chicanery by means of which the public defaulter slips either from inquiry, or from punishment, where inquiry has taken place. We hear that Mr. D. or Mr. S. have purloined thousands from the public, but we do not hear that they suffer, unless it is possible that they have an *internal monitor*.—The British lion, thank God! has not deserted

our armies or our fleets, but at home we have a lamb as our emblem, which teaches us how to be shorn of our fleece without bleating.

For the sake of liberty and old England, my gallant brother tars, do not sit on your benches in Parliament without one broadside in so noble a cause. Wage noble war against corruption, and consider infamy in all its branches as your direct foe. Prepare a *new tax*, if necessary, for the purpose of purchasing the charters of our venal boroughs, and it will be cheerfully paid. We see them bought almost daily, for the sake of gaining a contract—I am afraid also, of getting a ship, or a good cruise—for the sake of franking for a banking house, to increase or preserve the interest of an old peer, or for the sake of getting a new one added to the list of the peerage. How much more satisfactory will it be when we see them bought *for the good of the public*. The black slave trade has been happily abolished, after many years hard work, and surely it will be well worth a patriot's most strenuous exertions to restore all those of his fellow-creatures, who are now enthralled in the base chains of corruption, to the dignity of freemen, and the excellence of honesty and moral worth. I was in hopes, Mr. Editor, that the resolution of the inhabitants of Westminster, to have at least one member constitutionally returned, would have had a good effect as an example, but I fear not. How easily might Mr. Pitt have effected, how easily could any patriotic ministry effect, such a reform as would satisfy the British nation, would add lustre to the crown of a then really free people, and give tenfold additional vigour to all our operations. I fear such an expectation is, however, too Utopian.

I remain, Sir, yours, &c.

E. G. F.

#### ACCOUNT OF THE LATE MR. DALRYMPLE.

MR. EDITOR,

CONCEIVING that the following brief account of the late Mr. Dalrymple, who, for the last thirteen years of his life, held the office of hydrographer to the Admiralty, might be acceptable to many of your readers, I have copied it from the MONTHLY MAGAZINE for August, and transmitted it to you for insertion in the NAVAL CHRONICLE.

Yours, &c.

C. D. L.



“ Alexander Dalrymple, Esq. by his abilities, and the incessant labour of half a century, had acquired the well-earned reputation of undisputed pre-eminence in the important science of hydrography. This gentleman was born on the 24th of July, 1737, at New Hailes, near Edinburgh, the seat of his father, Sir James D. Bart. of Hailes. His mother was Lady Christian, daughter of the Earl of Hadington, and Alexander was the seventh son, out of sixteen children, whom she brought her husband. He received his education at the school of Mr. David Young, of Hadington; but as he left it before he was fourteen, and never was at the university, his scholastic attainments were very limited. Sir James Dalrymple died in 1750; and General St. Clair, who had married his sister, through his intimacy with Alderman Baker, then chairman of the East India Company, procured his young relative the appointment of a writer in the Company's service. In November, 1752, he was placed on the Madras establishment; and about the middle of the following month embarked at Gravesend, on board the Suffolk Indiaman, commanded by Captain Wilson, for the place of his destination. On his arrival at Madras, the badness of the hand he wrote occasioned him to be placed at first under the store-keeper, instead of being employed in the secretary's office, the only school in which a general knowledge of the Company's affairs can be acquired. He was, however, soon removed into the latter, and from the instruction of Lord Pigot, to whose protection he was particularly recommended, he speedily learned to write a very good and fluent hand. To this instruction the public are in some measure indebted for whatever excellence there is in the writing to the maps and charts which have been published by Mr. Dalrymple. He likewise obtained the patronage of Mr. Orme, the celebrated historian, and Mr. Dupré, the secretary, who, by his application, procured him to be appointed his deputy. While he was in this office, Mr. Dalrymple was assiduously engaged in examining the old records, to qualify himself, by an acquaintance with them, to fill the office of secretary, which he was in succession to expect. While thus employed, he found that the commerce of the eastern islands was an object of great consideration with the Company, and he conceived an earnest desire to recover that important object for this country. A favourable opportunity offered for an attempt to execute his design. Mr. Dalrymple was induced to propose to go into the Cuddalore schooner to the eastward, on a voyage of general observation, and Governor Pigot acceded to the plan. He accordingly embarked on the 22d of April, 1759,

on board the *Winchelsea*, bound to China, and commanded by the Hon. Thomas Howe ; and from that able navigator Mr. Dalrymple received his first nautical tuition. Having joined the *Cuddalore* in the Strait of Malacca, he quitted the *Winchelsea*, and went on board the former vessel. As the *Cuddalore* went under the secret orders of the governor, it was not thought proper to apply to the council for such a cargo as was necessary in countries where there was no regular communication, and where even provisions could only be purchased by barter. A small cargo was therefore put on board at the expence of the governor, who permitted the commander, Captain Baker, to have one-fourth concern, assigning whatever profits might accrue from the other three-fourths to Mr. Dalrymple. In this voyage the *Cuddalore* visited Sooloo, one of the Manilla islands, where Mr. Dalrymple concluded a treaty with the Sultan Bandahara, and made a contract with the principal persons for a cargo to be brought on the East India Company's account, which the natives engaged to receive at 100 per cent. profit, and to provide a cargo for China, which they engaged should yield an equivalent profit there. After an absence of nearly three years, Mr. Dalrymple returned to Madras. The Company's administration having approved his proceedings, and resolved to send the stipulated cargo, employed him in expediting its provision. It was at first intended that he should have proceeded in the *Royal George* with part of the cargo ; an Indiaman was to have followed with the remainder ; but the *London Packet* arriving from England, Mr. Dalrymple, for various reasons, recommended that she should be substituted for the *Royal George*. This advice was followed ; and on the 31st of May, 1762, he was appointed, by commission, captain of the *London*. The unfortunate issue of this voyage may be ascribed to this circumstance, that the Indiaman which followed the *London* could not find her way to Sooloo, and carried the remainder of the cargo to China, whence it was first sent to Manilla, then in our possession, and from that place to Sooloo, where it was indiscreetly delivered, before the former account was settled. On his arrival at Sooloo, Mr. Dalrymple found that the small pox had swept away many of the principal inhabitants, and dispersed the rest, so that very ineffectual measures had been taken towards providing the intended cargo : and to this disappointment the death of Bandahara soon after the former visit of the English, contributed perhaps still more. These accidents, however, though they frustrated the hopes of profit built upon this expedition, yet did not prevent Mr. Dalrymple

from obtaining a grant for the Company, of the island of Balambangan, of which he took possession in January, 1763, on his return to Madras. As it appeared both to him and his friends that the success of the future intercourse with the eastern islands would depend on the Court of Directors receiving full information on the subject, Mr. Dalrymple resolved to proceed to England for that purpose. Accordingly, in July, 1763, he sailed from Madras, in order to proceed, by direction of the president and council, to Sooloo and China, where he was to embark for Europe. On the 7th of September he arrived at Sooloo, and during his stay there, obtained a grant for the Company of the north end of Borneo, and south end of Palawan, with the intermediate islands. Having visited Manilla and Balambangan, he continued his voyage to China, and thence returned to England, where he arrived in July 1765. Notwithstanding the encouragement he had received from the favourable sentiments expressed by the Company respecting his plans, owing to a change in the administration of their affairs, he received very little countenance from those persons whom he found in office on his return. From this period, Mr. Dalrymple was almost constantly engaged in collecting and arranging materials for a full exposition of the importance of the eastern islands and south seas, and was encouraged by the Court of Directors to publish various maps and charts. In 1769, the sum of 5,000*l.* was given him by that court for his past services, being an equivalent for the emoluments which he had relinquished in 1759, to proceed on the voyage. After having encountered a variety of disappointments, the Company thought fit, on his application in 1775, to restore Mr. Dalrymple to his standing on the Madras establishment, as a member of council, and he was also nominated to be one of the committee of circuit. In the proceeding of the council at Madras, no man, however violent in his animosity or opposition, could ever impute to him any want of integrity, or for what he had considered the Company's interest; and he had the satisfaction to find that his conduct obtained the distinguished approbation of the Court of Directors. In April, 1779, Mr. Dalrymple was appointed to the post of hydrographer to the East India Company; and in 1789, the Court of Directors granted him a pension of 500*l.* per annum for life, in consideration of their refusal to allow his claims to that rank which his standing in the Company's service seemed to entitle him. Although it had been long in contemplation to have an hydrographical office attached to the Admiralty, this measure was not carried into effect till the year 1795, when a



memorial, recommending it to his majesty in council, was presented by the Lords Commissioners. The plan was graciously approved, the Admiralty was empowered to appoint a proper person for the hydrographer, and Earl Spencer was pleased to think of Mr. Dalrymple. Having previously obtained the consent of the Court of Directors, he accepted this situation, which he continued to hold till the 28th of May last, when he was dismissed from that office; and his death, which took place on the 19th of the following month, is attributed by his medical attendants to vexation, resulting from that event. He is said to have left behind him a paper, explanatory of the circumstances which led to it; but as these have been the subject of parliamentary notice, we conceive that we cannot close these particulars better than by the following explanation, given in the House of Commons by Mr. Wellesley Pole, the secretary of the Admiralty. He said, "that it was due to the character of the Admiralty department, to state some particulars connected with the dismissal of Mr. Dalrymple from his situation of hydrographer to that board. So far back as the month of November last, an arrangement was ordered by the nobleman at the head of the Admiralty, to supply the commanding officers of his majesty's ships with charts of the different seas in every part of the globe. Mr. Dalrymple was called upon to execute that arrangement; but he declared himself incompetent to its fulfilment, from an ignorance of certain seas, and recommended that a committee of sea officers should be convened for the purpose. Upon this, an investigation took place into the system pursued in the hydrographer's office, when it was found impossible to wade through the confusion in which it was involved, in consequence of the infirmities of Mr. Dalrymple. It could scarcely be otherwise, from the short time at which he attended. He never came until three o'clock, and it was well known that the hydrographer's office was closed at four. This state of things induced the board to insinuate, in a manner the most grateful to his feelings, the propriety of Mr. Dalrymple's retirement; and he was requested to make his application in the usual form, which it was their determination to support with their interest, and to procure for him a suitable allowance. His answer was, that he disdained to make an application, and he would not consent to be superceded. The question consequently resolved itself into this, whether the proposed arrangements for the naval service should proceed, or Mr. Dalrymple be removed? The latter proposition was adopted, and the necessary communication was made to Mr. Dalrymple. Yet, in two days

after, an order of council was made in his favour, unsolicited by him, to provide with liberality for the retirement of a man, of whom he would ever speak with respect, and of whose talents and services he entertained the highest opinion."

## CORRECT RELATION OF SHIPWRECKS.

## No. XXIX.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

ADDITIONAL PARTICULARS OF THE LOSS OF THE AGATHA,  
OF LUBECK.

THE following artless, but highly interesting narrative, was drawn up by a common seaman, one of the crew of the unfortunate Agatha:—

"On the 2d of April, at 2 P.M. sailed from Liebau, the wind at E.N.E. and very fine weather, the loose ice lying about  $11\frac{1}{2}$  miles from the shore, but we got through it without doing the least damage to the vessel, at the rate of two miles an hour; then we got into clear water about 3 P.M. with the wind at east-south-east. Little wind, and fine weather on the 4th; at 2 P.M. got sight of Oeland, bearing by the compass 10 deg. north-west, and distance eight or nine miles; at 4 P.M. got close in, and perceived the ice lying about a mile from the shore. The wind was then about west-south-west, and the colonel came to me, and asked me if it was not possible to come to an anchor under the island? I told him, no; for the ice would drift off with wind, and cut the cable; so he asked the captain what was best to be done, and he said he would stand to the leeward till eight o'clock, and then come back to the island; but at eight he would not tack. It then blew a gale of wind from the west, and a very high sea; the vessel made much water, and the pumps were choked with the ballast; by this time the water was partly over the ballast, and the sailors would not bale but very little, by which means the water gained very fast, and the wind was now at west-north-west. At twelve o'clock on the 6th, Mr. Pollen came to me, and asked me what was best to be done; if the vessel was fit to keep the sea or not? I told him it was impossible for the vessel

to live long, if the sailors did not make better use of their baling, for there were already three feet water in the hold, and it still kept gaining on us, so I told him it was best to bear away for some port in Prussia, to save the vessel and lives. 'Yes,' says Mr. Pollen, 'I think that is the best we can do.' He then went to the captain, and told him he thought it was necessary that we should bear away for some harbour. To which the captain readily complied, and recommended Liebau. But Mr. Pollen objected to Liebau, on account of Mr. Bening's coming away without a pass from Prussia. So he greed to go to Memel; for at Pillan there was too little water, and he said he had never been at Memel in his life. So he told Mr. Pollen, if he would take the ship into Memel, he would give me charge of her as soon as we came to the bar. At two in the morning of the 7th, got sight of land, about fifteen miles to the leeward of Memel, and got close in on a lee shore, through the captain's carelessness of running so far in the dark. We hauled the ship to by the wind on the larboard tack: at four got sight of Memel, which the captain taking to be Liebau, came and asked me what place it was. I told him it was Memel, which surprised him very much. I went down into the cabin, and told Colonel Pollen I saw Memel; he immediately came on deck full of glee, and likewise Lord Royston, and all the other gentlemen. Mr. Pollen said to the captain, 'Now will you give the mate the charge of the vessel?' He told him, 'Yes, he would.' At five I took charge of the vessel, to carry her into Memel harbour; at six came to the bar, and the sea very high, two seamen at the helm; as soon as the captain saw the sea breaking on the bar, he was afraid, and ran directly to the helm, and put it hard a-port, and all my striving was in vain, against three of them; I begged, for God's sake, to put the helm the other way, and save our lives; but all was in vain, for in ten minutes she was on the south sand; the third time she struck she was full of water, and a dreadful sight soon presented itself to our view. The wind was then at west-north-west, a gale of wind. There was a wooden house on deck; Lady Pollen, Mrs. Barnes and her three children, and likewise three gentlemen, a servant, a Prussian boy, and a servant girl, got into this small place to save themselves from the sea. Colonel Pollen and I immediately began to clear the boat, and the sailors would not assist us; he soon got the small boat out, and three sailors got into her, with the captain. Lord Royston would have got into the same, but I stopped him, and the captain came out again; and as soon as they got away from the ship, she turned



over, and the three sailors were all drowned. Then we cleared the large boat, but before we got her out she was washed away from us by the sea. Then we could do nothing more than trust to God to send us some assistance. About 9 P.M. cut the mast to ease the vessel, but could not see the life-boat come out of the harbour, which gave the gentlemen a bad heart; for the sea was very high, and breaking right over all our heads, and it was so very cold, that it was impossible for any man to hold himself fast. Colonel Pollen asked me if the round-house, where the lady was, would stand fast. I told him it would stand as long as the bottom of the ship, and he said, 'That is right, we must all hold as fast as we can, for the boat will soon be here.' I then left them, and went aft of the vessel. It was now about half past four, but still no boat to be seen, which we all thought long of her coming, for our situation was now dreadful to behold, and the vessel all under water, except the round-house. Mr. Benney cried out very much, but he was soon washed away, and after him, about ten o'clock, Lord Royston, Colonel Pollen, Mr. Bailey, and Mr. Baker, one sailor, and the lord's servant, were all washed away within three seas of each other. I saw the two servants washed away, and I got hold of them both, but was obliged to let them go overboard, which grieved me very much. As for the lord and colonel, I never saw them after I left holding fast by the round-house; when I jumped from the mizen-rigging into the round-house, and Mrs. Pollen immediately says, 'Smith, where is my husband, is he safe?' I told her, 'Yes; he had got safe on shore in the ship's boat,' which, I believe, gave them all good spirits, in hopes he would soon be coming in the life-boat. I did not stop here ten minutes, before I went out again, and espied the life-boat coming; it was now eleven o'clock, and all this while a most dreadful sea rolling over us. The captain and the two seamen were on the bowsprit, and two dead sailors beside them. The boat came close to the vessel, and, filled with water, went away. Now I thought we surely must be lost. In half an hour's time she came back to the ship again, and Captain Cope and his two sailors got into her. I went into the round-house and took Mrs. Barnes out, in hopes to get her into the boat; but alas! the sea was too strong for me, for we were both washed away twice by the strength of the sea; but I always recovered her again, by the help of God. As for me, I was yet too weak to help myself, so I got her safe back to the round-house, and went out myself, but was washed away

a third time, and the boat picked me out of the water. So I remember nothing more till between four and five in the evening, when I found myself on shore at Memel. I asked the people if the boat had gone off again, and they told me, the captain said there was no more on board. What was his intent for that, I cannot tell. The boat went off six times that afternoon, but never could come to the ship, the wind and sea were so very high. Now here they must pass a dreadful night, the sea rolling over their heads, and the cold very severe, by which one Mr. Fock, of Hamburg, died; about three the next morning the life-boat went off twice, and came back; the third time it got to the ship, and brought back Mrs. Pollen, Mr. Halliday, Mr. Perrero, and the servant of Mrs. Pollen. Now here were left on board Mrs. Barnes and two children, and a little Prussian boy, who belonged to Colonel Pollen; Mrs. Barnes's servant girl, and her youngest child, two months old, and Mrs. Pollen's man servant, assisting the girl into the boat, were all washed overboard together: the girl and child were brought on shore in half an hour after, but alas! too late. Mrs. Barnes remained on board six hours longer alone, and the people in the life-boat said they saw her and her children washed overboard, which was a false report. I told the commodore of the pilots she was certainly yet alive, on which Captain Davison, an Englishman, jumped into the boat, and went off and brought her safe on shore, with the two children and the Prussian boy."



#### MELANCHOLY LOSS OF A SCOTCH WHERRY.

About the latter end of July, a wherry belonging to Mr. Macdonald, of Babranald, manned with four men, and which had some cattle on board, sailed from North Uist, for the island of Heisker, which is the only island between the north of Scotland and America in that direction, and is visited but twice in the year. The day was very moderate, and the wind fair, when the vessel sailed; but when within two leagues of Heisker, the wind became contrary, and very tempestuous; the consequence was, that the vessel foundered on a ridge of rocks, which jutted out from the main island. Three of the hands perished, as did all the cattle, except one cow, which, together with the fourth man, succeeded in scrambling up to the top of this rocky island. In this dismal situation, the man and his brute companion remained three days, without any prospect of relief. On the fourth, the cow dropped

Down dead : in the interim, to preserve existence as long as possible, the man opened a vein in the cow, and frequently sucked her blood ; this source failing at her death, he cut out the tongue of the dead animal, and, mincing it down very small, he supported his existence till the fifth day, on which, to his great joy, he spied an open fishing boat in the Channel, and hoisted, with all the strength that was left him, his shirt as a signal of distress ; the boat came, and rescued him from his perilous situation.

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### HISTORICAL VIEW OF ANCIENT COMMERCE.

**T**HROUGH the channel of ancient history we are supplied with a knowledge of the stupendous grandeur to which many countries, insignificant in their natural resources, were elevated by the means of commerce. The Phœnicians, to whom the first commercial adventurers of any consequence are generally attributed, were inhabitants of a territory which, from smallness of extent and barrenness of soil would of itself have been insufficient to afford the necessaries of life to half the number of that populous nation, including those strangers whom commercial enterprize had attracted to the ports and the capital of Tyre. Still, however, we have the most authentic documents of the wealth and power which were possessed by that “ queen among the nations ;” for, exclusive of the testimony of profane history, it will be recollected, that some of the most expressive and sublime passages in the Holy Scriptures consist of prophetic denunciations of the extravagant insolence, fraud, and impiety, by which the inflated Tyrians abused the advantages of commercial prosperity. These prophecies were amply fulfilled, and Tyre fell a victim to the self-sufficient temerity with which she attempted to resist the arms of Alexander the Great. This celebrated monarch, whose military career was distinguished by such a series of extensive and brilliant victories, as to procure him the title of Conqueror of the World, indulged, in his intervals from the tumults of the field, views of sagacious policy, the effects of which would doubtless have dignified a longer life, and would, for once at least, have gratified the moralist with the spectacle of a votary of warlike ambition atoning in a degree for the devastation of conquest. It was this useful though transient spark, kindled by the enterprizing genius of the Macedonian hero, to which the existence of the city called by his name is to be attributed. To Alexandria did its founder endeavour to transfer the commercial wealth and importance of Tyre ; the design was wor-



thy the greatness of his mind ; no spot could be more happily chosen for its execution ; and, during a very considerable period, the flourishing state of the Egyptian capital justified the penetration, and illustrated the memory of a prince, who perhaps, when future historians shall do their duty, will be pronounced to have placed on *that* basis the more solid fabric of his posthumous fame.

Carthage, which was at first a colony from Tyre, soon rivalled, and in time greatly surpassed, the parent country, in riches and in power. A considerably greater extent of territory assisted the views and the progress of the Carthaginian state, whose grandeur would no doubt have exhibited much more stability, but for the mischievous wantonness inspired by excessive wealth. That population which had been the engine of commercial industry, and those fleets which had conveyed to the ports of Carthage the produce and riches of the world, were then employed for the purpose of idle ambition, and in the hazardous enterprize of war.

The time, during which the Carthaginians and the Romans disputed the empire of the globe, forms a great and important æra in ancient history, and an anxious interest is still excited by the *bella Punica*, as narrated by the copious elegance of Livy, and investigated by the profound yet lively talents of Montesquieu.

But so meretricious are the advantages of wealth, and so little dependence is to be placed on mercenary armies, that the Carthaginian power and opulence were found incapable of the persevering energies of the contest, when opposed to the characteristic valour and military discipline of the Romans, influenced by the peculiar nature of their political institutions : it was in vain therefore that Hannibal spread his victorious arms over Italy, and threatened to approach the walls of Rome ; the matured and inflexible character of the Romans, as a people, seemed to pronounce the moral impossibility of permanent conquest on the part of Carthage, and the previous victories which had been procured by the extensive military capacity of its truly great and illustrious general, were destined to immortalize the prudence of Fabius, and the ardour of Scipio, and to serve merely as brilliant preludes to the catastrophe of that downfall which has been superficially and falsely attributed to the luxurious indulgence of Capua.

The commerce of Egypt has been glanced at in a short digression on the founding of the city of Alexandria, but forms a topic of great extent, both in the period antecedent to its connection with Rome, and during that in which it flourished, in subjection to the protecting policy of the Roman power.

The reign of the Ptolemies formed a conspicuous and shining part in the independent history of Egypt; its commerce then grew to an amazing size and vigour, and though the duties levied by the government on the merchants were extremely moderate, the annual amount of the customs at Alexandria is stated by creditable historians to have been nearly three millions sterling. Advantages like these could not escape the avidity of Roman conquest, and the Egyptians, after defending themselves and their possessions for a long time against their ambitious invaders, were compelled to furnish another trophy of the military genius and all-conquering perseverance of Rome.

In the fertility and commerce of Egypt, Rome found almost inexhaustible resources for necessity and luxury: the revenue annually drawn by the Romans from this important acquisition, is stated to have amounted to upwards of twenty-eight millions sterling. This conquest was preserved with the vigilance which its value demanded, and long after the military character of the conquerors began to decline, was the corn of Egypt distributed among the idle populace of Rome. When the Roman empire, however, approached the last stage of its debility, Egypt experienced the fate which had been inflicted on Tyre and on Carthage; the vigorous but destructive enthusiasm with which the Saracens pursued their warlike career, humbled, perhaps for ever, the glories of Egypt, and left monuments of melancholy devastation, which exist at the present day.

The fall of the Roman empire terminates this rapid sketch of the principal features of ancient commerce, and brings us, after a lamentable interval of barbarism, superstition, and ignorance, to the history of the times in which we discover those embryo seeds of commercial genius whose successful expansion has produced such wonderful influence on the circumstances and characters of modern Europe.

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## PLATE CCLXVI.

MR. EDITOR,

**E**NCLOSED I send you a sketch of Heligoland, which, in point of situation, is so singular, and at present so extremely important, that it may not be altogether an uninteresting subject for you: while making a trip to the Elbe, in the summer of 1802, accident brought us so near the island, as to enable me to take the view enclosed, which is an exact representation of that side of it

which is opposed to the ocean ; the island, at the time I was passing, bearing due east, and about half a mile distant. The cliffs are awfully perpendicular, from one end to the other, and appeared to be composed of a red-coloured chalk-stone, intersected with narrow horizontal seams, of a yellowish white, and so compact, that I could not but fancy it an immense fortification of brick work.

The building to the right of the church spire is the Light-house, which stands upon the highest point of the island ; its southern extremity in this point of view appears shattered and broken, leaving one part a perfect pillar, nearly the whole height of the cliff : the northern extremity terminates with a sandy shoal, running some little distance into the sea, on which, by way of relieving the subject, I have wrecked a vessel, and the packet in the foreground is bearing down to her assistance.

I am, yours, &c.

January 18, 1808.

W. S. H.

Should this specimen of my performances please, I may perhaps travel on to Cuxhaven for you. Indeed I could send you another sketch of this island, from the south, if you should not think it "*ne quid nimis*."\*

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## PHILOSOPHICAL PAPER.

### REMARKS ON THE AURORA BOREALIS.

By Francis Little.

THE phenomenon called the Aurora Borealis, so far as I know, has never been satisfactorily accounted for. It seems to be the general opinion, so far as I have been able to discover, that electricity is the cause thereof ; but to that hypothesis there are insuperable objections.

Were the streamers, as that phenomenon is commonly called, produced by electricity, they would be most common during the hottest weather in the summer months, the atmosphere at that season abounding most with the electric fluid. However, the reverse of this is the fact ; streamers are only seen in autumn, winter, and spring, and generally in coldish weather.

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\* A very interesting historical and descriptive account of Heligoland, or Heilig Island, is given in the IVth volume of the NAVAL CHRONICLE, page 377.



Streamers do not seem to have any resemblance to the electric fluid in any thing but their flashing light, and that may be more simply and rationally accounted for, by attributing it to the reflection of light from the water or ice in the northern seas.

When they appear, as they frequently do, without motion, we may suppose the sea, in those northern regions, whence the light is reflected, perfectly calm; or it may be bound up in ice. Something to illustrate this may be seen by placing a basin and water within a window, in such a manner as the sun may shine upon the water, without its being agitated by the air or any other thing: in this case a luminous spot will appear in some part of the ceiling, or on some object within the room.

When they assume that fantastic appearance which vulgar apprehension often likens to hostile armies mixed in the heat of battle, and thence pretends to foretel the fate of nations, it is probable that the light is reflected from a troubled sea, or perhaps from ice broken into innumerable flakes by a partial thaw, and agitated by the wind or tide. If it be reflected from the ice always, as one flake is impelled upon another, it will recoil or shrink back a little, and this will cause the rapid intermixture and sudden starting of the streams from place to place. If the light be reflected from the water of the sea only, without ice, it will have nearly the same effect if agitated by the wind. By letting the air play upon the basin and water, the luminous spot on the ceiling will acquire a motion like that of the streamers, when they are produced by light reflected from the agitated waters of the sea; and if a mirror be substituted for the basin and water, and occasionally moved by the hand, an exact representation, though upon a small scale, will be seen of the streamers, when they are produced by light reflected from agitated flakes of ice. They will appear fainter or brighter, in proportion to the light that falls upon the water or ice whence it is reflected. When it is very cloudy or foggy weather in these northern regions, no streamers will appear.

Upon stating the above hypothesis, I have, at various times, and by different persons, been asked, why the streamers have only appeared in modern times: some of these persons alleging, that they first appeared at the time of the Revolution (in Britain); others, that their first appearance was about the time of the Rebellion, in the year 1745; while others assigned no particular era for the time of their first appearance; but all agreeing that it was but of late date. To this it may be answered, it is possible

that the streamers may be of more ancient date than any of the times here mentioned, but only have not been particularly noticed: or, what is more probable, the observations made upon them have not been put on record till lately, and, consequently, such as were made in very early times have not come to our knowledge.

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### Naval Poetry.

The heart's remote recesses to explore,  
And touch its springs, when Prose avail'd no more. FALCONER.

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### SONG.

#### THE DEATH OF BEN BRACE.

(From "*The Cruise*.")

'MONGST a frigate's gallant band,  
Was BEN BRACE, a youthful tar;  
See him at his quarters stand,  
Eager now to urge the war.

BEN was of a manly figure,  
Dauntless heart, yet form'd for love;  
Firm in friendship, constant ever,  
Mild as e'er the turtle dove.

Yet in battle, ardent, daring,  
Furious as the springing pard;  
Nought his innate courage scaring,  
Fearless, seeking his reward.

'Tis his captain's smile gives pleasure;  
'Tis to have his country's praise;  
But (and not his poorest treasure,)   
What does high his spirits raise,

Is the thought of gentle ANNA,  
Throbbing, shedding tears of joy;  
Drops more sweet than welcome manna;  
Bliss without the least alloy.

"O, BEN! have you 'scap'd the slaughter,  
Am I in my husband's arms!"  
Then she shews their little daughter,  
While to each his bosom warms.

This the image which steals o'er him,  
 'Midst the horrors of the fight ;  
 Where clotted blood and brains before him  
 Harrow up the aching sight.

Close alongside falls the fierce foe,  
 Swift to lash, flies daring BRACE !  
 Scarcely done—when, ah ! his blood flows,  
 Death's pale hue spreads o'er his face.

For the foe pours in a broadside,  
 Hiss a whizzling bullet flies,  
 Strikes poor BEN, exhausts his life-tide,  
 " O ! my ANN !" he moans—and dies !

Yet, what cause for grief and sorrow ?  
 Neither will our spirits mend ;  
 Who'd not gladly of fate borrow  
 Leave to have BEN's glorious end ?

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### THE ORPHAN LAD.

**C**AST your eye upon the friendless wanderer,  
 Poor misfortune's child—pity's spectacle.  
 His father fell near Gallia's iron shore,\*  
 In view of the assembled tyrant's host.  
 See how he creeps along with shiv'ring limbs :  
 No food to satiate his panting stomach,  
 Nor comfortable hose his legs to warm ;  
 To drifting rains his little pate expos'd ;  
 Nor shoe, nor sandal, binds his tender feet,  
 A shield from rugged flint, or ugly thorn.  
 Say, little wanderer, where's thy friend—a friend  
 To soothe the afflicted path of early life,  
 And teach thy young untutor'd mind to soar  
 In sacred, noble, heavenly-saving truths ;  
 The balmy odours of the sky ? Poor youth !  
 Thy best, thy only friend, is fled from earth,  
 Through war's insatiate rage and cruelty.  
 God be thy guide, my little wandering orphan ;  
 Keep thee, bless thee, shield thy precious head,  
 And grant thee heav'nly, glorious grace divine.

*Portsea, May 18, 1807.*

J. H.

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\* In the attack on the flotilla in Boulogne.



## BALLAD.

## I.

THE breeze was fresh, the ship in stays,  
Each breaker hush'd, the shore a haze,  
When Jack, no more on duty call'd,  
His true love's tokens overhaul'd :  
The broken gold, the braided hair,  
The tender motto, writ so fair,  
Upon his bacco-box he views,  
Nancy the poet, Love the muse :  
" If you loves I, as I loves you,  
No pair so happy as we two."

## II.

The storm—that, like a shapeless wreck,  
Had strew'd with rigging all the deck,  
That tars for sharks had given a feast,  
And left the ship a hulk—had ceas'd ;  
When JACK, as with his messmates dear  
He shar'd the grog, their hearts to sheer,  
Took from his bacco-box a quid,  
And spelt for comfort, on the lid,  
" If you loves I, as I loves you,  
No pair so happy as we two."

## III.

The battle—that with horror grim,  
Had madly ravag'd life and limb,  
Had scuppers drench'd with human gore,  
And widow'd many a wife—was o'er ;  
When Jack, to his companions dear  
First paid the tribute of a tear,  
Then, as his bacco-box he held,  
Restor'd his comfort, as he spell'd,  
" If you loves I, as I loves you,  
No pair so happy as we two."

## IV.

The voyage—that had been long and hard,  
But that had yielded full reward,  
That brought each sailor to his friend,  
Happy and rich—was at an end ;

When Jack, his toils and perils o'er,  
Beheld his NANCY on the shore,  
He then the bacco-box display'd,  
And cried, and seiz'd the willing maid,  
"If you loves I, as I loves you,  
What pair so happy as we two?"

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EXTRACTS FROM ADRIANO.

A POEM.

By the Author of the Village Curate.

—— I beheld
The loud tempestuous waters lifted up
Proudly terrific, and in foamy pomp
Roll'd thund'ring to the shore. I felt the cliff
Shake at their potent onset, while the blast
Lifted the hovel's roof, and his strong side,
Though ribb'd with oak, before its fury lean'd.
I saw the fierce and fiery light'ning fall,
And burn along the cliff, e'en at my feet
Expiring——

—— I saw the rushing show'r
Fall on the milk-white head of yon high cliff,
And steam along the down and o'er the wood,
And ever as the stormy blast grew strong,
And the keen light'ning shot, it seem'd to fall
In sheets of fire. Methought the batter'd earth
Rock'd to and fro, as with a palsy shook,
Prophetic of her end. And then I saw,
Scarce saw, upon the bounding waves below
(Sad sight, and such as fill'd my soul with grief
And terror inexpressible) a ship,
Full of brave sailors, in extreme distress,
Toss'd on the rocks. Through all the storm I heard,
Or thought I heard, the lamentable cries
Of fifty souls in the full bloom of life,
Begging relief in vain. I saw a wave
Sweep half into the flood. The living half,
Frantic with terror, ran from deck to deck
With lifted hands and looks imploring mercy.

Some plung'd into the waves; and one I saw
 Clasp a distracted female in his arms,
 And shield her with a father's love. In vain!
 A larger wave came tumbling o'er the deck,
 And swept it clear. The parent's hold was lost;
 In the wet shrouds I saw his drowning child
 A moment hang, then drop into the waves.
 Some yet remain'd high on the rolling mast,
 In dreadful expectation rock'd; but soon
 The weltring ship was buried, her high mast
 Fell to the water, and no soul was left.
 Soon as the storm subsided, I came down,
 And saw upon the beach the scatter'd wreck
 Of what was once a boat. And, as I stood
 In fix'd amaze surveying the wild surge,
 I saw the roaring deep cast up the corpse
 Of one yet warm with life. E'en at my feet
 The falling water left him, mangled much
 And much distorted; yet he seem'd a youth
 Of no mean birth.



BALLAD.

I.

BEN BACKSTAY lov'd the gentle ANNA,
 Constant as purity was she,
 Her honey words, like succ'ring manna,
 Cheer'd him each voyage he made to sea.

One fatal morning saw them parting,
 While each the other's sorrow dried,
 They, by the tear that then was starting,
 Vow'd to be constant till they died.

II.

At distance from his ANNA's beauty,
 While howling winds the sky deform,
 BEN sighs, and well performs his duty,
 And braves for love the frightful storm.

Alas! in vain—the vessel batter'd,
 On a rock splitting, open'd wide,
 While lacerated, torn, and shatter'd,
 BEN thought of ANNA, sigh'd, and died.

III.

The semblance of each charming feature,
 That BEN had worn around his neck,
 Where art stood substitute for nature,
 A tar, his friend, sav'd from the wreck.

In fervent hope while ANNA, burning,
 Blush'd as she wish'd to be a bride,
 The portrait came, joy turn'd to mourning,
 She saw, grew pale, sunk down, and died.

NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(August—September.)

RETROSPECTIVE AND MISCELLANEOUS.

THE account of the victories in Portugal, obtained by Sir Arthur Wellesley on the 17th and 21st of August, were received by people of all ranks with the most generous enthusiasm; but the dissatisfaction which afterwards pervaded the public mind, on the appearance of the *Extraordinary Gazette*, relating to the evacuation of Portugal and the surrender of the Russian fleet is indescribable. A defeat, unless it had been marked by cowardice, could not have produced so vexatious, so mortifying a sensation. It is said that, at the time of signing the disgraceful convention, by which we have given away advantages with the pen, more than tantamount to those which we had gained by the sword, the British army consisted of 32,000 men, while that of the French, beaten, and in an enemy's country, amounted to only 15,000!

That the evacuation of Portugal is an object of importance, must not be denied; but that a proudly victorious army should suffer a routed enemy to depart, with their arms in their hands, with 800 horses, with all their artillery, with 60 rounds of ammunition, with all their baggage, with all their *private property*, of which they had plundered the wretched people whose country they had been ravaging; and that they should even furnish the means of conveying these marauders to their own country—to the very spot which of all others they would wish to reach—in order that they might again be immediately employed against ourselves or our allies, is indeed passing strange. It appears as though we had been granting a boon to Buonaparte, of the most invaluable description.

Nor does the acceptance of the Russian fleet, as a mere temporary deposit, to be restored *unconditionally*, at the period of peace, seem less astonishing. That all its officers and seamen should be conveyed to their own shores, giving them an immediate opportunity of acting

against our own gallant ally, the King of Sweden, is an act unprecedented in history.

This is, at present, a delicate subject to speak upon; but it must be admitted, that an official letter to government, more palpably deficient in information than that of Sir Hew Dalrymple, the British commander-in-chief, never appeared. He talks of the *badness of the weather*, of the *open and dangerous beach*, of the *surf upon the shore*, of the difficulty of holding a communication between the army and the victuallers; and at length fairly acknowledges, that he "*landed in Portugal, entirely unacquainted with the actual state of the French army, and many circumstances of a local and incidental nature, which doubtless had great weight in deciding the question.*"

The terms of the armistice, or *provisional convention*, on which the *definitive* one was founded, and which, by some, is charged entirely upon Sir Arthur Wellesley, appear even more infamous and more disgraceful than those which were ultimately agreed upon. According to those, the Russian fleet would have totally escaped; as, had it not been for the objection of Sir Charles Cotton, who seems entitled to some credit for his conduct, the following article, which a plea of idiocy could scarcely excuse, would have been carried into effect:—

"The neutrality of the port of Lisbon shall be recognized for the Russian fleet—that is to say, that when the English army or fleet shall be in possession of the city and port, the said Russian fleet shall not be disturbed during its stay, nor stopped when it wishes to sail, nor pursued when it shall sail, until after the time fixed by the maritime law."

As an exculpation of Sir Arthur Wellesley, from the ignominy of assenting to the terms of the armistice, the following extraordinary statement has been published in most of the newspapers:—

"We are assured, from an authority that commands our fullest credit, that though Sir Arthur Wellesley signed the armistice concluded with General Kellerman, he signed it merely by order of the commander-in-chief, without approving or having any share in negotiating it. Sir Arthur's plan for immediately following up the successes of the 17th and 21st, not having been adopted, the enemy were enabled to take a strong position, with the fortress of Elvas, &c. in their rear. Thus they were in a situation in which they could have held out some months, and Sir Arthur concurred with the other generals in thinking a capitulation or convention of some sort necessary. The armistice, as it stands, was, we are informed, drawn up by General Kellermann, and accepted almost without alteration. Sir A. Wellesley signed it by order, to give it the sanction required by the French general; but he signed it, protesting against it, and still more against the conduct that had rendered it necessary."

After the above, as it would afford us much pleasure to find that *all* the parties in this transaction had the means of exonerating themselves from blame, we must also give place to the succeeding *apology* for the

convention, which is evidently an effusion from a *common* friend of those British officers whose names are affixed thereto :—

“ The public seem much disappointed that the terms of capitulation granted Junot and his forces have been so disadvantageous to our interests, and perhaps justly, were it not that there might have been some secret motives, and very strong ones: supposing, for instance, Junot had possession of a strong post, and it was doubtful if he might not have defended it for a fortnight, three weeks, or a month, or perhaps much longer, was it no object to gain that time in the situation that Spain is, with reinforcements pouring down from all quarters of France, to strengthen the enemy in Biscay and Navarre, and to have a disposable force so large as that which would otherwise be employed in Portugal, to throw into the assistance of the Spaniards in that quarter. Were they able by our assistance to drive the enemy beyond the passes of the Pyrennes, before he has time to collect his forces, would not that be a greater object in the ultimate success of the war, and does it not materially add to the probability of doing this, by assisting them with this force three weeks or a month sooner than we could have done, had we not accepted of the terms so complained of, as granted to Junot?”

These reasons, it is said, have been urged to ministers, but have failed of producing the desired effect. Indeed, so far as we have yet the means of judging, we much doubt whether our military commanders will be able to justify their conduct to the satisfaction of government, or of the public. Orders are believed to have been sent out for the recall of Sir Hew Dalrymple, and the country is loud in its demands for a full and impartial investigation of the subject.

Amongst the Portuguese, the convention is understood to have excited even a more abhorrent dissatisfaction than it has in this country. Two gentlemen, from the provisional government of Portugal, reached London on the 24th of September, having left Oporto on the 11th. Together with other despatches, they were charged with a solemn protest against the leading terms of the convention. They are also said to have laid some very serious complaints before our government, through the medium of the Portuguese ambassador, respecting the conduct of the British military commanders, as well previously as subsequently to the battle of Vimiera. These we at present refrain from stating.

When these gentlemen sailed from Oporto, it was reported that Junot had not embarked for France, but had retired to a villa which he used to occupy at a short distance from Lisbon, and where he intended to reside until transports should be procured for the removal of his troops. Lisbon was perfectly tranquil, and the communication with the country being open, our troops were regularly supplied with provisions and necessaries of every kind.

According to several private letters, however, an insurrection had taken place at Lisbon, in which some hundreds of the French troops had been put to death.

A statement of much more importance, if true, is, that Sir Charles Cotton had positively refused to furnish transports for the embarkation of the French, and that he had ordered an embargo on all vessels in the Tagus, except fishing-boats.—The value of the property, of which the French had robbed the churches, and which they had packed up for embarkation, is estimated at five millions sterling.

In consequence of the late convention, by which the whole of Portugal was to be evacuated by the French, an order of council was issued by our government, on the 21st of September, for the immediate restitution of all such portuguese Property as had been detained by British cruisers, &c.

The Spaniards continue to be victorious.—Two documents have appeared in the *Moniteur*, one of which consists of comments on passages in an English newspaper; and another, more recently, which is styled, “Narrative of Events in Spain;” both of which clearly prove, that the French system of perverting truth, and suppressing all possible intelligence that did not suit the purposes of their tyrant, was never so much at a loss what to say. The latter memoir actually concludes by informing Europe, that Joseph, finding his new kingdom much too *hot* for him, had assembled his troops, to place them, and himself, in a cooler climate than that of *New Castile*.

According to the last accounts from Spain, the Spanish armies were rapidly concentrating themselves, for the purpose of driving the French from the strong positions which they occupy behind the Ebro. General Blake had reached Reynosa, and was going to occupy Biscay and Guipuscoa, assisted by the Asturian army. General Cuesta was marching to support his right. General Castanos had left Madrid with his cavalry, and was going to Burgos; his infantry were advancing to Sorreia. General Llamas was marching to join General Palafox. The French, under Moncey, had attempted to surprize General Palafox at Tudela, but he effected his retreat to Saragossa, upon which the French changed their route, and directed their march towards General Blake.

Sir Samuel Hood, as will be seen by our “*Letters on Service*,” has acquired fresh laurels by an attack upon the Russian fleet in the Baltic.* The enemy, after losing one of their line-of-battle ships, took shelter in Port Baltic; where, when the last accounts came away, they were closely blockaded. They had fortified both sides of the harbour, but appeared in great confusion, having struck their yards and top-masts, and moored so close to the shore, that it was thought a strong north-west wind would strand them. According to report, the Russian admiral had proposed to dismantle his fleet, till a peace should take place; an offer which was rejected by the British commander.

It is Lord Collingwood’s intention, when he leaves Cadiz, to resume the command of the squadron off Toulon, and to take all the line-of-

* A portrait and ample memoir of this gallant officer will be found in the XVIIth volume of the *NAVAL CHRONICLE*, page 1.

battle ships with him into the Mediterranean : three frigates only to be left off the former port. The despatches sent to his lordship in the *Pickle* were not lost, though they went down in her : the admiral found out a Maltese diver, who after three days exertion found them. The *Cæsar*, 80, Rear-admiral Sir R. Strachan ; *Eagle*, 74, Captain Rowley ; *Formidable*, 98, Captain Fayerman ; *Standard*, 64, Captain T. Harvey ; (besides the *Repulse*, *Queen*, and *Windsor Castle*), and the *Lavinia* frigate, are coming home.

Buonaparte's anti-commercial decrees have undergone some relaxation ; and the following goods are now permitted to be exported from Holland :—butter, geese, Geneva, earthen-ware, rushes, flower roots, files and pans, hoops, dried hides, cambries, leather, plants, paper, pipes, *Sach. Saturni*, ground bark, bricks, starch, tobacco, tarras, flax, fruits ; clover, garden and flower seeds, madders, &c.

We understand that government purpose to pay off immediately nineteen or twenty sail of the line, and to transfer the crews to smaller vessels of war, which are to be sent to the Baltic and other quarters, where they are most wanted. It is no longer deemed necessary to keep up large fleets, since the enemy is no where in sufficient force to meet them.

Captains Austen, Charles Adam, Lord George Stuart, Oswald, and Baker, of the navy, whose ships were lying in Mondego Bay, were in the field of battle in the actions on the 17th and 21st ult. in Portugal.

It appears from the information of the officers lately taken by the French brig of war *Sylphe*, that all letters from the French prisoners of war in this country to their relations and friends in France, and which are sent from England under the stamp of the Transport Board, are immediately burnt on their arrival in France. Such is Buonaparte's kindness to his *beloved* subjects, that he will neither suffer any of them to land in France, nor permit them to correspond with their relations.

An article from Bombay, of the 24th of February, states as follows :—“ It is said that the King of Persia has ceded Ormus and Gombroom to the French, and that a squadron which left this the other day, consisting of the *Albion*, 74, two frigates, *Royal George*, *Mornington*, and *Ternate*, are gone to intercept the French armament going to take possession.—We hear also of a French general, and 300 partizans of all descriptions, being arrived at Teheran, in Persia, with a view of getting on to India. We have received accounts from Calcutta, that Serampore was taken possession of, and all the Danish ships in the river, altogether a very large property.

The Plymouth paper contains the following melancholy account of a recent boat-race :—

“ A boat-race for two silver cups, given by J. Templar, Esq. of Stover, near Teignmouth, which were to be sailed for on Tuesday last, induced the Rev. Mr. Buller, of Saltash, and Mr. Baker, of this town, to become candidates for the first prize. Their two beautiful pleasure

boats, from 10 to 15 tons burthen, accordingly started from this harbour. In Mr. Buller's boat was Mr. Josias Thompson, of this town; Mr. John Foster, of Saltash; his apprentice; and Mr. Buller's boy.—Mr. Baker's boat followed. They had proceeded as far as the Bolt Head, when they were overtaken by a most tremendous squall, accompanied with heavy rain, which lasted near half an hour. At this time Mr. Buller's boat was near two miles a-head, and from the thickness of the storm could not be discerned; but on its subsiding, being still invisible, Mr. Baker concluded that she had borne away for Salcombe, as the wind continued to blow hard, with a prodigious swell. After keeping the same course for half an hour, Mr. Baker determined to bear away also, and on nearing the shore, saw something like crab-pot marks, but did not particularly regard them, until a shriek was heard to proceed from thence, when Mr. Buller was seen with his head above water, supported by a top-mast spar, which fortunately was in the boat when she went down. Every exertion was now used in saving Mr. Buller, who was almost gone, having been in that situation an hour and a half. On being carefully drawn on board, every means were used to renew that life (twice apparently gone), which was at last effected. During this time, Mr. Foster's apprentice, and Mr. Buller's boy, were perceived at a little distance, holding by the ends of an oar; and on picking up the latter, the other, quite exhausted, loosed his hold, and sunk to the bottom. Every eye was now strained in looking out for Mr. Thompson and Mr. Foster, but without success; and, after beating about for a considerable time, they regretfully left the melancholy scene, and arrived at Salcombe. Mr. Buller, when recovered, said, that they had shipped a sea; and that Mr. Foster was in the little boat a-stern, casting off the painter, when another sea filled her, and she went down by her stern. Mr. Buller recollects Mr. Thompson swimming upright, but a little under water, for some time after she sunk; he has left a widow with five children, and a numerous circle of acquaintance to lament his loss. Mr. Foster was unmarried, but a respectable and worthy character.

“ We cannot conclude this melancholy narrative, without paying a just and merited tribute of praise to Mr. Baker, and the party on board his vessel, for their humane and unremitted exertions to save the lives of others, at the risk of their own. The hand of Providence seems to have peculiarly manifested itself on this occasion; as Mr. Baker, without the least knowledge of the course Mr. Buller's boat had taken, fortunately steered directly in the same track; and thus rescued two valuable lives from the inevitable death that awaited them.”

If examples were wanting to shew the glorious superiority of the navy of Great Britain, the following fact deserves conspicuous notice:—The *Gloire* frigate, Captain Carthew, lately cruising off the coast of France, discovered two of the largest class of French frigates, near Cape Barfleur. Notwithstanding this immense odds, Captain C. with the utmost intrepidity, resolved on attacking them. In a few minutes the ship was clear for action, every

gun double shotted, and it was thought one broadside would so disable the sternmost ship, as to enable him to cut her off. The enemy, on perceiving his intentions, immediately crowded all sail, and, with the assistance of a strong in-shore current, effected their escape into Cherbourg, but not without receiving a broadside from the *Gloire*, as they entered the mouth of the harbour. What is still more convincing how much the enemy feel their own inferiority, the *Amphitrite*, a fine new frigate, ready for sea at Cherbourg, never made the least movement to assist her magnanimous comrades, or even to give them a tow into port.

It would be to withhold a justice from the individual, and a pleasure from the public, not to notice the character and the merits of Captain Campbell, by whose hands the despatches from Sir Arthur Wellesley were conveyed to government. He is the brother of Captain Campbell, of the *Unite*, who has so much distinguished himself in the Mediterranean: he is one of four brothers, three of whom have already gloriously fallen in fighting the battles of their country; and, if there be peril in courage, resolution, and intrepidity, that affronts every danger, we are only surprised that this Captain Campbell, the aide-de-camp of Sir Arthur Wellesley, has survived them. He has been long in Sir Arthur's family, and attended him in the battles of Assye, and Argaceem, and lately in Zealand, in all of which services he has eminently distinguished himself. He had nearly got on board the *Kangaroo* on the 21st, with the account of the action of the 17th, when he heard the firing of the engagement of the 21st, and he immediately returned and joined Sir Arthur in time to witness the whole of that memorable battle. Captain Campbell is only about thirty years of age, and has been many of them in the army—in fine, he is an officer young in rank, but old in service.

Letters on Service,

Copied verbatim from the LONDON GAZETTE.

DOWNING STREET, AUGUST 16, 1808.

A despatch, of which the following is a copy, has this day been received by the Right Hon. Lord Viscount Castlereagh, one of his Majesty's principal Secretaries of State, from Lieutenant-general Sir Hew Dalrymple, K.B. dated Gibraltar, July 24, 1808.

MY LORD,

Gibraltar, July 24. 1808.

I ENCLOSE a report from Captain Whittingham, containing the details of a complete victory obtained on the 19th inst. by General Castanos, over the French corps commanded by Generals Dupont and Wedel; and I take the liberty of congratulating your lordship upon the glorious result of the day.

I have the honour also to state, that I have received a letter from General Castanos by the same courier expressing the satisfaction he has received from the services of Captain Whittingham.

I have the honour to be, &c.

The Viscount Castlereagh, &c.

H. W. DALRYMPLE.

SIR,

Head Quarters, Andujar, July 21, 1808.

I had the honour to inform you, in my letter of the 17th July, that in a council of war held on that day at head quarters, it was resolved that the division of the Marquis de Caupigny should join that of Major-general Reding, and that the attack upon Baylen should be undertaken with the united force of the two divisions, whilst the third division, and the reserve, should occupy the attention of the enemy by a feigned attack upon Andujar. Major-general Reding entered Baylen on the morning of the 18th, at nine o'clock: he met with little opposition. The enemy retreated towards la Carolina. The major-general wrote to the commander-in-chief for orders, either to advance against Andujar, or to pursue the column which was retiring upon la Carolina. General Castanos ordered him to advance upon Andujar without delay.

On the 19th, at 2 o'clock in the morning, the general received information of the retreat of the French from Andujar. Lieutenant-gen. Pena, with the reserve, was ordered to advance immediately towards Baylen. The French began their retreat at nine o'clock, P.M. 18th July. A letter from General Reding informed the commander-in-chief that he intended commencing his march from Baylen towards Andujar at three o'clock, A.M. 19th July. At two o'clock, P.M. the advanced guard of General Pena's division came up with the enemy. At this moment an express arrived from Major-general Reding, to inform the lieutenant-general that he had been engaged with the division of General Dupont from three o'clock in the morning till eleven; that he had repulsed the French, and remained master of the field of battle. The guns of the advanced guard of Lieutenant-general Pena's division had scarcely begun to fire, when a flag of truce arrived, to treat upon the terms of a capitulation. The discussion did not last long.

General Dupont was told he must surrender at discretion.

Lieutenant-general Pena halted, and formed his division upon the heights of Umbla, distant three miles from Baylen; between four and five o'clock General Casterick, aide-de-camp to Buonaparte, was sent by General Dupont, with orders to treat with General Castanos in person.

At nine o'clock, P.M. Major-general Reding informed the lieutenant-general, that during the truce he had been treacherously attacked by General Wedel, who had just come from la Carolina with a reinforcement of six thousand men; and that the battalion of Cordova had been surprised and taken prisoners, together with two field pieces.

The negotiations lasted till the evening of the 20th, and the glorious result I have the honour to enclose, as also as exact an account of the killed and wounded, on both sides, as I have been able to collect in the hurry of the moment.

The French themselves acknowledge the bravery and steadiness of the Spanish troops; their firmness, constancy, and perseverance, under the greatest possible privations, are worthy the admiration of the world, particularly when it is remembered that half the army is composed of new raised levies.

The Marquis Coupigny is detached with his division to take immediate possession of the passes of Sierra Morena.

General Castanos deserves the highest praise for his well-conceived plan, and for the cool determination with which he has carried it into execution, in spite of the popular clamour for an immediate attack on the position of Andujar.

Whilst the negotiations were carried on, General Castanos received an intercepted despatch from the Duke of Rovego to Dupont, ordering him to retreat immediately upon Madrid, as the army of Galicia was rapidly advancing.

This determined the general to admit the capitulation of General Wedel.

French Force.

Division of Dupont	8,000	rank and file.
Division of Wedel	6,000	
	<hr/>	
	14,000	
	<hr/>	

Spanish Force.

Reding	9,000
Coupgny	5,000
Pena	6,000
Jones	5,000
	<hr/>

25,000*

Nearly 3,000 of the French killed and wounded.

From 1,000 to 1,200 of the Spaniards killed and wounded.

TERMS OF CAPITULATION.

The division of General Dupont prisoners of war. The division of General Wedel to deliver up their arms till their arrival at Cadiz, where they are to be embarked and sent to Rochefort.

There no longer exists a French force in Andalusia.

S. WHITTINGHAM,
13th Light Dragoons.

N.B. The division of General Dupont is also to return to France by Rochefort.

By letters received from Lieutenant-colonel Doyle at Corunna, and from Major Roche at Oviedo, of the 8th and 9th instant, addressed to Viscount Castlereagh, one of his majesty's principal secretaries of state, it appears, that various letters from respectable authorities at Madrid, and also public gazettes had been received, both at Corunna and Oviedo, stating, that on the 29th ultimo, in the evening, the French began the evacuation of Madrid. Upon the 30th the evacuation continued; and, upon the 31st, Joseph Buonaparte, with the remainder of his troops, quitted the capital for Segovia. This measure was attributed to the French having received the account of the surrender of General Dupont's army in Andalusia.

The French carried with them all the artillery and ammunition they could find means to convey, and spiked the cannon, and damaged the powder they left behind; they also plundered the palaces and the treasury; they were followed by the Spanish ministers who had acted under the French, and, in general, by all the French who were settled in business at Madrid. Upon the 1st of July it was believed there was not a Frenchman remaining in the capital.

ADMIRALTY-OFFICE, AUGUST 27.

Vice-admiral Russell has transmitted to the Hon. William Wellesley Pole, letters from Captain Cochrane, of his majesty's ship Alexandria, and Lieutenant Sir George Mouat Keith, of the Redbreast gun-vessel, stating that, on the 9th and 11th instant, two gun-boats, manned by detachments from the Alexandria, Rosamond sloop, and Redbreast, captured in the rivers Jade and Weser, the Mosin, Danish privateer, of one four-pounder,

* Of this total one half peasantry.

and eleven men; and a Dutch gun-boat, No. 206, carrying one long eighteen-pounder and two four-pounders, with a complement of twenty men, commanded by Lieutenant Henry Meyer, of the Dutch navy.

The captures were made without any loss on either side.

Copy of a letter from Rear-admiral the Hon. Sir Alexander Cochrane, K.B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. W. Pole, dated on board the Belleisle, Carlisle Bay, Barbadoes, the 3d of last month.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Sanders, of his majesty's sloop Bellette, acquainting me with the capture of a privateer schooner.

On the 18th of May, the Morne Fortunée also captured a letter of marque schooner; and l'Eclair, on the 20th June, captured a row-boat privateer, named la Franchise, armed with musketry, and having on board twenty-three men.

His majesty's sloops the Cherub and Nimrod have likewise captured la Vaillante, a French privateer schooner, of one gun and twenty men; and a Spanish brig and schooner.

I have the honour to be, &c.

ALEX. COCHRANE.

His Majesty's sloop Bellette, Barbadoes bearing N.W.

SIR.

70 miles, July 2, 1808.

I have the honour to inform you, that his majesty's sloop Bellette, under my command, has captured, after a chase of twelve hours, the French schooner privateer Jalouse, of four guns (twelve-pounders); her complement seventy five men.

I am happy to announce this capture, as she sails remarkably fast, and has done much mischief to the trade. During this cruise she has taken the Mary and the Lark, belonging to Halifax, and the General Green, of Surinam.*

I have the honour to be, &c.

GEORGE SANDERS,

The Hon. Sir A. Cochrane, K.B. Rear-admiral of the White, Commander-in-chief, &c. Barbadoes.

SEPTEMBER 3.

Copy of a letter from Lieutenant Tracey, commanding his Majesty's Brig the Linnet, to Rear-admiral Olway, at Portsmouth, and transmitted by the latter to the Hon. W. W. Pole.

His Majesty's Brig Linnet, Spithead,

August 31, 1808.

SIR,

I have the honour to acquaint you, that I yesterday fell in with and captured, off Cherbourg, the French lugger privateer Foudroyant, of St. Maloes, last from La Hogue, commanded by Michael Pierre Garnier: her complement twenty-five men, but had only fifteen on board. She is a new vessel, and sails well, carrying ten six-pounders, six of which she threw overboard during the chase.

I am, &c.

J. TRACEY, Lieut. and Com.

*W. A. Olway, Esq. Commanding Officer
&c. Portsmouth.*

* One of them retaken.

SEPTEMBER 6.

Copy of a letter from Vice-admiral Whitshed, Commander-in-chief of his Majesty's Ships and Vessels on the Coast of Ireland, to the Hon. W. W. Pole, dated on board his Majesty's Ship Trent, Cork Harbour, September 1, 1808.

SIR,

I transmit herewith the copy of a letter which I this day received from Captain Upton, of his majesty's ship *Sybilie*, dated at sea the 16th ult. stating the capture of the French brig corvette *l'Espiegle*, of sixteen guns, and eighty-five men, which I request you will be pleased to lay before the Lords Commissioners of the Admiralty, and acquaint their lordships that *l'Espiegle* arrived yesterday evening.

I have the honour to be, &c.

J. H. WHITSHED.

SIR,

His Majesty's Ship Sybilie, at Sea, August 16, 1808.

I have the satisfaction of announcing to you the capture of the French brig corvette *l'Espiegle*, of sixteen guns, and eighty-five men, commanded by Monsieur Maujouan, capitaine de frigate, six days from L'Orient, with secret orders. *La Diligente*, a ship corvette of 18 guns, effected her escape from the *Sybilie*, by separating from the *Espiegle* at the close of day.

I have the honour to be, &c.

Vice-admiral Whitshed, &c. Cork.

C. UPTON.

DOWNING-STREET, SEPTEMBER 16, 1808.

A despatch, of which the following is a copy, was received yesterday evening from Lieutenant-general Sir Hew Dalrymple, commanding his majesty's troops in Portugal, addressed to Lord Viscount Castlereagh, one of his majesty's principal secretaries of state, and brought by Captain Dalrymple, military secretary to Sir Hew Dalrymple.

MY LORD,

Head-quarters, Cintra, Sept. 3, 1808.

I have the honour to inform your lordship that I landed in Portugal, and took the command of the army on Monday the 22d of August, the next day after the battle of Vimiera, and where the enemy sustained a signal defeat, where the valour and discipline of British troops, and the talents of British officers were eminently displayed.

A few hours after my arrival, General Kellermann came in with a flag of truce from the French general-in-chief, in order to propose an agreement for a cessation of hostilities, for the purpose of concluding a convention for the evacuation of Portugal by the French troops. The enclosed contains the several articles at first agreed upon and signed by Sir Arthur Wellesley and General Kellermann; but as this was done with a reference to the British admiral, who, when the agreement was communicated to him, objected to the 7th article, which had for its object the disposal of the Russian fleet in the Tagus, it was finally concluded that Lieutenant-colonel Murray, quartermaster-general to the British army, and General Kellermann should proceed to the discussion of the remaining articles, and finally to conclude a convention for the evacuation of Portugal, subject to the ratification of the French general-in-chief, and the British commanders by sea and land.

After considerable discussion and repeated reference to me, which rendered it necessary for me to avail myself of the limited period latterly prescribed for the suspension of hostilities, in order to move the army forwards,

and to place the several columns upon the routes by which they were to advance, the convention was signed, and the ratification exchanged the 30th of last month.

That no time might be lost in obtaining anchorage for the transports and other shipping, which had for some days been exposed to great peril on this dangerous coast, and to insure the communication between the army and the victuallers, which was cut off by the badness of the weather, and the surf upon the shore, I sent orders to the Buffs and 42d regiments, which were on board transports with Sir Charles Cotton's fleet, to land and take possession of the forts on the Tagus, whenever the admiral thought it proper to do so. This was accordingly carried into execution yesterday morning, when the forts of Cascais, St. Julien, and Bugio were evacuated by the French troops, and taken possession of by ours.

As I landed in Portugal entirely unacquainted with the actual state of the French army, and many circumstances of a local and incidental nature, which, doubtless, had great weight in deciding the question; my own opinion in favour of the expediency of expelling the French army from Portugal, by means of the convention the late defeat had induced the French general-in-chief to solicit, instead of doing so by a continuation of hostilities, was principally founded on the great importance of time, which the season of the year rendered peculiarly valuable, and which the enemy could easily have consumed in the protracted defence of the strong places they occupied, had terms of convention been refused them.

When the suspension of arms was agreed upon, the army under the command of Sir John Moore had not arrived, and doubts were even entertained whether so large a body of men could be landed on an open and a dangerous beach, and that being effected, whether the supply of so large an army with provisions from the ships could be provided for, under all the disadvantages to which the shipping were exposed. During the negotiation, the former difficulty was overcome by the activity, zeal, and intelligence of Captain Malcolm of the Donegal, and the officers and men under his orders, but the possibility of the latter seems to have been at an end, nearly at the moment when it was no longer necessary.

Captain Dalrymple of the 18th dragoons, my military secretary, will have the honour of delivering to your lordship this despatch. He is fully informed of whatever has been done under my orders, relative to the service on which I have been employed, and can give any explanation thereupon that may be required.

I have the honour to be, &c.
(Signed) HEW DALRYMPLE,
Lieutenant-general.

Right Hon. Lord Viscount Castlereagh, &c.

SUSPENSION d'Armes arrêtée entre Monsieur le Chevalier Arthur Wellesley, Lieutenant-général, et Chevalier de l'Ordre du Bain, d'une part; et Monsieur le Général de Division Kellermann, Grand Officier de la Légion d'Honneur, Commandeur de l'Ordre de la Couronne de Fer, Grand Croix de l'Ordre du Lion de Bavière, de l'autre part; tout deux chargés de Pouvoirs des Généraux respectifs des Armées Françaises et Anglaises.

*Au Quartier Général de l'Armée Anglaise,
le 22d Août, 1808.*

Art. I. Il y aura à dater de ce jour une suspension d'armes entre les armées de sa majesté Britannique, et de sa majesté Impériale et Royale, Napoléon I. à l'effet de traiter d'une convention pour l'évacuation du Portugal par l'armée Française.

Art. II. Les généraux-en-chef des deux armées, et Monsieur le commandant-en-chef la flotte Britannique à l'entrée du Tage, prendront jour pour se réunir dans tel point de la côte qu'ils jugeront convenable pour traiter et conclure la dite convention.

Art. III. La rivière de Sirandre formera la ligne de démarcation établie entre les deux armées; Torres Vedras ne sera occupé ni par l'une ni par l'autre.

Art. IV. Monsieur le général-en-chef de l'armée Anglaise s'obligera à comprendre les Portugais armés dans cette suspension d'armes, et pour eux la ligne de démarcation sera établie de Leira à Thomar.

Art. V. Il est convenu provisionement que l'armée Française ne pourra dans aucun cas être considérée comme prisonnière de guerre, que tous les individus qui la composent seront transportés en France avec armes et bagages, leurs propriétés particulières quelconques, dont il ne pourra leur être rien distraire.

Art. VI. Tout particulier, soit Portugais, soit d'une nation alliée à la France, soit Français, ne pourra être recherché pour sa conduite politique; il sera protégé, ses propriétés respectées, et il aura la liberté de se retirer du Portugal dans un terme fixé avec ce qu'il lui appartient.

Art. VII. La neutralité du port de Lisbonne sera reconnue pour la flotte Russe, c'est à dire, que lorsque l'armée ou la flotte Anglaise seront en possession de la ville et du port; la dite flotte Russe ne pourra être ni inquiétée pendant son séjour, ni arrêtée quand elle voudra sortir, ni poursuivie lorsqu'elle sera sortie, qu'après les délais fixés par les lois maritimes.

Art. VIII. Tout l'artillerie du calibre Français, ainsi que les chevaux de la cavalerie seront transportés en France.

Art. IX. Cette suspension d'armes ne pourra être rompue qu'on ne se soit prévenu quarante huit heures d'avance.

Fait et arrêté entre les généraux désignés c'y dessus, au jour et an c'y dessus.

(Signée)

ARTHUR WELLESLEY.
KELLERMANN,
le General-de-division.

ARTICLE ADDITIONEL.

Les garnisons des places occupées par l'armée Française seront comprises dans la présente convention, si elle n'out point capitulé avant le 25 du courant.

(Signée)

ARTHUR WELLESLEY,
KELLERMANN,
le General-de-division.

(A true copy).

A. J. DALRYMPLE, captain, military secretary.

DEFINITIVE CONVENTION

FOR THE EVACUATION OF PORTUGAL BY THE FRENCH ARMY.

The generals commanding in chief the British and French armies in Portugal, having determined to negotiate and conclude a treaty for the evacuation of Portugal by the French troops, on the basis of the agreement entered into on the 22d instant, for a suspension of hostilities, have appointed the undermentioned officers to negotiate the same in their names, viz. On the part of the general-in-chief of the British army, Lieutenant-colonel Murray, quarter-master general, and on the part of the general-in-chief of the French army, Monsieur Kellermann, general-of-division, to whom they have given authority to negotiate and conclude a convention to that effect, sub-

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ject to their ratification respectively, and to that of the admiral commanding the British fleet at the entrance of the Tagus.

Those two officers, after exchanging their full powers, have agreed upon the articles which follow:

Art. I. All the places and forts in the kingdom of Portugal, occupied by the French troops, shall be delivered up to the British army in the state in which they are at the period of the signature of the present convention.

Art. II. The French troops shall evacuate Portugal with their arms and baggage; they shall not be considered as prisoners of war, and, on their arrival in France, they shall be at liberty to serve.

Art. III. The English government shall furnish the means of conveyance for the French army, which shall be disembarked in any of the ports of France between Rochefort and l'Orient inclusively.

Art. IV. The French army shall carry with it all its artillery of French calibre, with the horses belonging to it, and the tumbrils, supplied with sixty rounds per gun. All other artillery, arms and ammunition, as also the military and naval arsenals, shall be given up to the British army and navy, in the state in which they may be at the period of the ratification of the convention.

Art. V. The French army shall carry with it all its equipments, and all that is comprehended under the name of property of the army, that is to say, its military chest, and carriages attached to the field commissariat and field hospitals, or shall be allowed to dispose of such part of the same on its account as the commander-in-chief may judge it unnecessary to embark. In like manner, all individuals of the army shall be at liberty to dispose of their private property of every description, with full security hereafter for the purchasers.

Art. VI. The cavalry are to embark their horses, as also the generals and other officers of all ranks. It is however fully understood that the means of conveyance for horses at the disposal of the British commanders are very limited; some additional conveyance may be procured in the port of Lisbon; the number of horses to be embarked by the troops shall not exceed six hundred, and the number embarked by the staff shall not exceed two hundred. At all events, every facility will be given to the French army to dispose of the horses belonging to it which cannot be embarked.

Art. VII. In order to facilitate the embarkation, it shall take place in three divisions, the last of which will be principally composed of the garrisons of the places, of the cavalry, the artillery, the sick, and the equipment of the army. The first division shall embark within seven days of the date of the ratification, or sooner, if possible.

Art. VIII. The garrison of Elvas, and its forts, and of Peniche and Palmela will be embarked at Lisbon. That of Almeida at Oporto, or the nearest harbour. They will be accompanied on their march by British commissaries charged with providing for their subsistence and accommodation.

Art. IX. All the sick and wounded who cannot be embarked with the troops are entrusted to the British army. They are to be taken care of whilst they remain in this country, at the expence of the British government, under the condition of the same being reimbursed by France when the final evacuation is effected. The English government will provide for their return to France, which shall take place by detachments of about one hundred and fifty or two hundred men at a time. A sufficient number of French medical officers shall be left behind to attend them.

Art. X. As soon as the vessels employed to carry the army to France shall have disembarked it in the harbours specified, or in any other of the ports of France to which stress of weather may force them, every facility shall be given them to return to England without delay, and security against capture until their arrival in a friendly port.

Art. XI. The French army shall be concentrated in Lisbon, and within a distance of about two leagues from it. The English army will approach within three leagues of the capital, and will be so placed as to leave about one league between the two armies.

Art. XII. The forts of St. Julien, the Bregio and Cascais shall be occupied by the British troops on the ratification of the convention. Lisbon and its citadel, together with the forts and batteries as far as the Lazaretto or Trafaria on one side, and Fort St. Joseph on the other inclusively, shall be given up on the embarkation of the second division, as shall also the harbour and all armed vessels in it of every description, with their rigging, sails, stores, and ammunition. The fortresses of Elvas, Alnaida, Peniche and Palmela shall be given up as soon as the British troops can arrive to occupy them. In the mean time, the general-in-chief of the British army will give notice of the present convention to the garrisons of those places, as also to the troops before them, in order to put a stop to all further hostilities.

Art. XIII. Commissioners shall be named on both sides, to regulate and accelerate the execution of the arrangements agreed upon.

Art. XIV. Should there arise doubts as to the meaning of any article, it will be explained favourably to the French army.

Art. XV. From the date of the ratification of the present convention, all arrears of contributions, requisitions, or claims whatever of the French government against subjects of Portugal, or any other individuals residing in this country, founded on the occupation of Portugal by the French troops in the month of December, 1807, which may not have been paid up, are cancelled, and all sequestrations laid upon their property, moveable or immoveable, are removed, and the free disposal of the same is restored to the proper owners.

Art. XVI. All subjects of France, or of powers in friendship or alliance with France, domiciliated in Portugal, or accidentally in this country, shall be protected. Their property of every kind, moveable and immoveable, shall be respected, and they shall be at liberty either to accompany the French army, or to remain in Portugal. In either case their property is guaranteed to them, with the liberty of retaining, or of disposing of it, and passing the produce of the sale thereof into France, or any other country, where they may fix their residence, the space of one year being allowed them for that purpose.

It is fully understood, that shipping is excepted from this arrangement, only, however, in so far as regards leaving the port, and that none of the stipulations above-mentioned can be made the pretext of any commercial speculation.

Art. XVII. No native of Portugal shall be rendered accountable for his political conduct during the period of the occupation of this country by the French army; and all those who have continued in the exercise of their employments, or who have accepted situations under the French government, are placed under the protection of the British commanders, they shall sustain no injury in their persons or property, it not having been at their option to be obedient or not to the French government; they are also at liberty to avail themselves of the stipulations of the 16th article.

Art. XVIII. The Spanish troops detained on board ship in the port of Lisbon, shall be given up to the commander-in-chief of the British army, who engages to obtain of the Spaniards to restore such French subjects, either military or civil, as may have been detained in Spain without being taken in battle, or in consequence of military operations, but on occasion of the occurrences of the 29th of last May, and the days immediately following.

Art. XIX. There shall be an immediate exchange established for all ranks of prisoners made in Portugal since the commencement of the present hostilities.

Art. XX. Hostages of the rank of field-officers shall be mutually furnished on the part of the British army and navy, and on that of the French army for the reciprocal guarantee of the present convention. The officer of the British shall be restored on the completion of the articles which concern the army; and the officer of the navy on the disembarkation of the French troops in their own country. The like is to take place on the part of the French army.

Art. XXI. It shall be allowed to the general-in-chief of the French army to send an officer to France with intelligence of the present convention. A vessel will be furnished by the British admiral to convey him to Bourdeaux or Rochefort.

Art. XXII. The British admiral will be invited to accommodate his excellency the commander-in-chief, and the other principal officers of the French army, on board ships of war.

Done and concluded at Lisbon this 30th day of August, 1808.

(Signed) GEORGE MURRAY,
Quarter-master-general.
KELLERMANN,
le Général-de-division.

Nous Duc d'Abrantès, général-en-chef de l'armée Française avons ratifié et ratifions la présente convention définitive dans tous ses articles, pour être exécutée selon sa forme et teneur.

(Signée) LE DUC D'ABRANTES.

Au Quartier Général de Lisbonne,
le 30 Aout, 1808.

ADDITIONAL ARTICLES

TO THE CONVENTION OF THE 30TH OF AUGUST, 1808.

Art. I. The individuals in the civil employment of the army made prisoners, either by the British troops, or by the Portuguese in any part of Portugal, will be restored, as is customary, without exchange.

Art. II. The French army shall be subsisted from its own magazines up to the day of embarkation. The garrisons up to the day of the evacuation of the fortresses.

The remainder of the magazines shall be delivered over in the usual form to the British government, which charges itself with the subsistence of the men and horses of the army, from the above mentioned periods till their arrival in France, under the condition of their being reimbursed by the French government for the excess of the expence beyond the estimation to be made by both parties of the value of the magazines delivered up to the British army.

The provisions on board the ships of war, in possession of the French army, will be taken on account by the British government, in like manner with the magazines in the fortresses.

Art. III. The general commanding the British troops will take the necessary measures for re-establishing the free circulation of the means of subsistence between the country and the capital.

Done and concluded at Lisbon this 30th day of August, 1808.

(Signed) GEORGE MURRAY,
Quarter-master-general,
KELLERMANN,
le Général-de-division.

Nous Duc d'Abrantès général-en-chef de l'armée Française avons ratifié et ratifions les articles additionels à la convention et contre, pour être exécutés suivant leur forme et teneur.

LE DUC D'ABRANTES.

(A true copy).

A. J. DALRYMPLE, captain, military secretary.

ADMIRALTY-OFFICE, SEPTEMBER 16, 1808.

Captain Halsted, first captain to the squadron under the command of Admiral Sir Charles Cotton, Bart. commander-in-chief of his majesty's ships and vessels on the coast of Portugal, arrived yesterday at this office, with despatches from the admiral to the Honourable William Wellesley Pole, of which the following are copies:

SIR,

Hibernia, off the Tagus, Sept. 3, 1808.

Enclosed herewith, for the information of the Lords Commissioners of the Admiralty, is a copy of a convention,* entered into by Lieutenant-colonel Murray and General Kellermann, for the evacuation of Portugal by the French army; such convention having been ratified by Lieutenant-general Sir Hew Dalrymple, myself, and the French commander-in-chief. British troops, consisting of the 3d and 42d regiments, were, on the 2d instant, landed to occupy the forts of Cascais, Saint Antonio, Saint Julien, and the Bugio, and no time shall be lost to embark the French troops, agreeably to the said convention.

Captain Halsted, first captain of this ship, and captain of the fleet, who is the bearer of despatches to their lordships respecting the Russian squadron in the Tagus, is in full possession of my confidence, and will be able to explain to their lordships the motives inducing me to ratify the convention in question, as well as give any further information that may be thought necessary.

I have the honour to be, &c.

Hon. W. W. Pole, &c.

C. COTTON.

SIR,

Hibernia, off the Tagus, 4th Sept. 1808.

Herewith I have the honour to enclose to you, for the information of the Lords Commissioners of the Admiralty, a copy of a convention entered into by me with Vice-admiral Seniavin, commanding the Russian fleet in the Tagus, by which it will appear to their lordships that such fleet has been surrendered to me, to be held by his majesty as a deposit, until six months after the conclusion of a peace between Russia and England.

I have charged Captain Halsted, first captain of the *Hibernia*, and captain of the fleet, with the delivery of this despatch to their lordships; he was sent by me to negotiate the convention with Vice-admiral Seniavin, and will be able to explain every particular.

To Captain Halsted I feel greatly indebted for his able advice and assistance upon all points of service; his zeal and diligence have been exemplary, and entitle him to my highest commendation.

Rear-admiral Tyler has been directed to superintend the first division of the Russian fleet, which I purpose ordering under his protection immediately to Spithead; to him (since with me) I have been indebted for every assistance, and to the captains, officers and crews of those ships that have been employed throughout a tediously protracted blockade (by whom every exertion has been made with a degree of cheerfulness doing them infinite ho-

* A copy of the convention enclosed in the letter from Sir Hew Dalrymple.

nour). I feel extremely grateful, and deem it my duty to offer every possible testimony of my approbation in their favour.

I have the honour to be, &c.

Honourable W. W. Polé, &c.

C. COTTON.

ARTICLES of a CONVENTION entered into between Vice-admiral Seniavin, Knight of the Order of St. Alexander, and other Russian Orders, and Admiral Sir Charles Cotton, Bart. for the Surrender of the Russian Fleet, now anchored in the River Tagus.

Art. I. The ships of war of the Emperor of Russia now in the Tagus, as specified in the annexed list, shall be delivered up to Admiral Sir Charles Cotton immediately, with all their stores as they now are, to be sent to England, and there held as a deposit by his Britannic majesty, to be restored to his Imperial majesty, within six months after the conclusion of a peace between his Britannic majesty and his Imperial majesty the Emperor of all the Russias.

Art. II. Vice-admiral Seniavin, with the officers, sailors, and marines under his command, to return to Russia without any condition or stipulation respecting their future services; to be conveyed there in men of war, or proper vessels at the expence of his Britannic majesty.

Done and concluded on board the ship Twerday, in the Tagus, and on board his Britannic majesty's ship Hibernia, off the mouth of that river, the 3d day of September, 1808.

(Signed) DE SENIAVIN.

(Signed) CHARLES COTTON.

(Counter-signed) by command of the admiral,

L. SASS, assesseur de college.

(Counter-signed) by command of the admiral,

JAMES KENNEDY, secretary.

List of the Ships referred to in the foregoing Convention.

Twerday, Vice-admiral Seniavin, Captain du 1er rang Malayoff, of 74 guns, and 736 men.

Skoroy, Captain du 1er rang Schelling, of 60 guns, and 524 men.

Ste Helene, Captain du 2nd rang Bitchenskoy, of 74 guns, and 598 men.

S. Cafael, Captain du 2nd rang Roshnoff, of 74 guns, and 610 men.

Ratvizau, Captain du 2nd rang Rtishchoff, of 66 guns, and 549 men.

Silnoy, Captain-lieutenant Malvgruin, of 74 guns, and 604 men.

Motchnoy, Captain-lieutenant Rasvosoff, of 74 guns, and 629 men.

Rafael, Captain-lieutenant Bytchenskoy, of 80 guns, and 646 men.

Fregatte Kilduyn, Captain-lieutenant Dournoff, of 26 guns, and 222 men.

Yaroslavl, Captain du 2nd rang Milkoff, of 74 guns, and 567 men.

Total—5685 men.

(Signed) MALIVJEFF,

le Capitaine de Pavillon.

SEPTEMBER 17.

Copy of a letter from Vice-admiral Sir James Saumarez, K.B. Commander-in-chief of his Majesty's Ships and Vessels in the Baltic, to the Hon. W. W. Pole, dated on board the Victory, off Gothland, the 27th of August, 1808.

SIR,

Herewith I enclose a letter I have received from Captain Mason, late commanding his majesty's ship Daphne, stating the capture of his Danish

majesty's schooner *Acutif*, which you will please to lay before the Lords Commissioners of the Admiralty. I am, &c.

J. SAUMAREZ.

*His Majesty's Ship Daphne, off Hartshalls,
8th August, 1808.*

SIR,

I have the pleasure to inform you, that his majesty's ship under my command, this morning, captured the *Acutif* schooner belonging to his Danish majesty, after a chase of six hours. She is commanded by E. Anderson, second-lieutenant in the Danish service, and is pierced for twelve guns, but had only eight mounted, long three-pounders, two of which she threw overboard in the chase. She was close to the shore when we took her. She sailed from Christiansand the 5th, in company with a small cutter of four guns, which we drove on shore after taking possession of the schooner.

I have the honour to be, &c.

F. MASON, Captain.

Sir James Saumarez, Vice-admiral of the Blue, &c.

SEPTEMBER 20.

Copy of a letter from Vice-admiral Sir James Saumarez, K.B. Commander-in-chief of his Majesty's Ships and Vessels in the Baltic, to the Hon. W. W. Pole, dated on board the Victory, off Rogerswick, the 30th of August, 1808.

SIR,

You will please to inform the Lords Commissioners of the Admiralty of my arriving off Oro yesterday evening, pursuant to my intentions, to effect a junction with the Swedish fleet, which I had received an account from Rear-admiral Nauckhoff was blockaded by the Russian fleet, consisting of thirteen sail of line-of-battle ships, besides frigates. It was not before this morning that I was informed by the commander of the Swedish frigate *Champan*, that the Rear-admiral Nauckhoff, after being joined by Sir Samuel Hood in the *Centaur*, and *Implacable*, had sailed from Oro road on the 25th, in pursuit of the Russian fleet; and on the day following, had succeeded in capturing and destroying the Russian line-of-battle ship *Sewolod*, off Rogerswick, and in which port the remainder of the enemy's ships had been compelled to shelter themselves. I immediately made sail for Rogerswick, where I arrived this afternoon, and had the satisfaction to find the Swedish fleet, with the *Centaur* and *Implacable*, at anchor, watching the Russian force in the harbour.

I enclose to you, for their lordships' information, the duplicate of a letter which I have had the pleasure to receive from Rear-admiral Sir Samuel Hood, detailing the account of his proceedings with his majesty's ships under his orders, and the squadron of his Swedish majesty, under Rear-admiral Nauckhoff, and of the meritorious conduct of Captain Martin, of the *Implacable*, in bringing the enemy's sternmost ship to action, and which struck her colours to the *Implacable*, but was afterwards rescued by the approach of the enemy's whole force, which had obliged Sir Samuel Hood to recall her. I also enclose the copy of a letter from Captain Martin to the rear-admiral, in which he gives due credit to Lieutenant Baldwin, and Mr. Moore, the master, and the other officers and men of the *Implacable*.

The Russian admiral having sent a frigate to take the disabled ship in tow, she was again attacked by the *Implacable*, and the *Centaur* laying her on board in the most gallant manner, and by the exertions of Captain Webley and Lieutenant Lawless, and Mr. Stode, master of the *Centaur*, her bowsprit was lashed to that ship, and there was every prospect of her

being got off; but she having unfortunately grounded, rendered it impossible, and she was set on fire, after the prisoners and wounded men were taken from her.

Too much praise cannot be bestowed on Rear-admiral Sir Samuel Hood, for the gallantry he displayed with the two ships under his orders, in his pursuit of the enemy's fleet, when the bad sailing of the squadron of his majesty's ally prevented their coming up with them, and bringing on a general action. The brave and highly-meritorious exertions of Captain Martin and Captain Webley, with the officers and men under their orders, entitle them to the highest commendation in my power to bestow, and excited the amazement and admiration of the gallant Swedes who witnessed their heroic bravery and perseverance.

The present position of the Russian fleet within the batteries at the entrance of the harbour, leave but slender hopes of their being attacked with any probability of success. Admiral Nauckhoff has requested a body of land forces to be sent from Finland, with a view of taking possession of the island of East Raga, which would effectually command the harbour; but as the enemy have been occupied in placing it in the best state of defence, it is very doubtful if a descent upon the island could be effected. I beg to assure their lordships, that every endeavour will be practised with the force under my orders, jointly with the Swedish squadron, that can tend to the further defeat of the enemy.

I propose to detach a small squadron, under the orders of Captain Martin, towards Cronstadt; and I shall order the *Africa* to repair to her station off the Malmo channel, calling off *Carlsrona* for the convoy appointed to sail from that port for England.

I am, sir, &c.

JAMES SAUMAREZ.

SIR,

Centaur, off Rogerswick, August 27, 1808.

It is with pleasure I acquaint you the Russian squadron, under the command of Vice-admiral Hanickoff, after being chased thirty-four hours by his Swedish majesty's squadron, under Rear-admiral Nauckhoff, accompanied by this ship and the *Implacable*, under my orders, have been forced to take shelter in the port of Rogerswick, with the loss of one ship of 74 guns. I shall have great satisfaction in detailing to you the services of the captains, officers, seamen, and marines, under my command; and have also to state, that in no instance have I seen more energy displayed than that by his Swedish majesty's squadron, which although from the inferiority of their sailing, were prevented from getting into action, Rear-admiral Nauckhoff, and the captains under his command, from their perseverance and judicious conduct, were enabled to give confidence to his majesty's ships; and could we have forced the enemy to a general action, the whole of their squadron must have fallen to the superior bravery of the united force of our respective sovereigns, in so just and honourable a cause.

My letter of the 25th will have acquainted you of the Russian squadron having appeared off Oro road on the 23d. The arrangements for quitting that anchorage, after his Swedish majesty's ships from Jungfur Sound had joined Rear-admiral Nauckhoff, were completed on the evening of the 24th. Early the next morning the whole force put to sea; soon after the Russian fleet was discovered off Hango Udd, the wind at N.E. Not a moment was lost in giving pursuit, and every sail pressed by his Swedish majesty's squadron. From the superior sailing of the *Centaur* and *Implacable*, they were soon in advance, that at the close of the evening the enemy were not far off, and noticed in the greatest disorder, apparently to avoid a general battle. In the morning of the 26th, about five o'clock, the *Implacable* was enabled to bring the leewardmost of the enemy's line-of-battle ships to

close action, in a most brave and gallant manner; and so decided and judicious was this manœuvre executed, that the Russian admiral, who bore up with the whole of his force, could not prevent that marked superiority of discipline and seamanship being eminently distinguished. Although the enemy's ship fought with the greatest bravery, she was silenced in about twenty minutes; and only the near approach of the enemy's whole fleet could have prevented her then falling, her colours and pendant being both down; but I was obliged to make the signal for the Implacable to close me. Captain Martin's letter, stating the brave and gallant conduct of Lieutenant Baldwin, his other officers and men, I send herewith; and it would be needless for me to add more to you on their meritorious conduct. If words of mine could enhance the merit of this brave, worthy, and excellent officer, Captain Martin, I could do it with the utmost heartfelt gratification, and the high esteem I have for him as an officer and a friend, no language can sufficiently express.

The Russian admiral having sent a frigate to tow the disabled ship, again hauled his wind, and the Implacable being ready to make sail, I immediately gave chase, and soon obliged the frigate to cast off her tow, when the Russian admiral was again under the necessity to support her, by several of his line-of-battle ships bearing down, and I had every prospect of this bringing on a general action, to avoid which he availed himself of a favourable slant of wind, and entered the port of Rogerswick.

The line-of-battle ship engaged by the Implacable having fallen to leeward, grounded on a shoal just at the entrance of the port; there being then some swell, I had a hope she must have been destroyed, but the wind moderating towards the evening, she appeared to ride at her anchor, and exertions made to repair her damage. At sunset, finding the swell abated, and boats sent from the Russian fleet to tow her into port, I directed Captain Webley to stand in and endeavour to cut her off; this was executed in a manner that must ever reflect the highest honour on Captain Webley, the officers and ship's company of the Centaur, for their valour and perseverance in the support of my orders. The boats had made a considerable progress, and the enemy's ship was just entering the port, when we had the good fortune to lay her on board; her bowsprit taking the Centaur's fore-rigging, she swept along with her bow grazing the muzzles of our guns, which was the only signal for their discharge, and the enemy's bows were drove in by this raking fire; when the bowsprit came to the mizen-rigging, I ordered it to be lashed; this was performed in a most steady manner by the exertions of Captain Webley, Lieutenant Lawless, Mr. Strode the master, and other brave men, under a very heavy fire from the enemy's musketry, by which, I am sorry to add, Lieutenant Lawless is severely wounded. The ship being in six fathoms water, I had a hope I should have been able to have towed her out in that position, but an anchor had been let go from her unknown to us, which made it impossible to effect it; at this period much valour was displayed on both sides, and several attempts made to board by her bowsprit, but nothing could withstand the cool and determined fire of the marines under Captain Bayley and the other officers, as well as the fire from our stern-chase guns, that in less than half an hour she was obliged to surrender. On this occasion I again received the greatest aid from Captain Martin, who anchored his ship in a position to heave the Centaur off, after she and the prize had grounded, which was fortunately effected at the moment two of the enemy's ships were seen under sail standing towards us, but retreated, as they saw the ships extricated from this difficulty.

The prize proved to be the *Sewolod*, of 74 guns, Captain Roddoff; she had so much water in her, and being fast on shore, after taking out the prisoners and wounded men, I was obliged to give orders for her being burnt,

which service was completely effected under the direction of Lieutenant Biddulph, of this ship, by seven o'clock in the morning.

I cannot speak too highly of the brave and gallant conduct of Captain Webley, and every officer and man under his command; and I beg leave to recommend to you, for the notice of the Lords Commissioners of the Admiralty, Lieutenant Lawless, for his exertions and gallant conduct, and who has severely suffered on this occasion; and I also must beg leave to recommend Lieutenant William Case, the senior officer of this ship.

Herewith you will receive a list of the killed and wounded on board this ship and the Implacable, and from every information that it was possible to collect, that of the enemy's ship captured.

I have the honour to be, &c.

SAMUEL HOOD.

Sir James Saumarez, Bart. and K.B. Vice-admiral of the Blue, &c.

P.S. I send herewith a list of the Swedish and Russian squadrons.

*His Majesty's ship Implacable, off Packerort Light-house,
August 26, 1808.*

SIR,

The action this morning between the Implacable and the rear ship of the Russian line, was so immediately under your own observation, that it would be superfluous to trouble you with any statement upon that point; but in transmitting a list of killed and wounded, I trust I may be allowed the opportunity to express my thankfulness to the officers and ship's company of the Implacable, for their eager and active exertions to close with the enemy, and the truly noble and splendid conduct which they displayed during the engagement; but it is my duty to acknowledge, in a more particular manner, the great assistance I derived from Mr. Baldwin, the first lieutenant, and Mr. Moore, the master; and if the fact of our opponent being completely silenced, and his colours (both ensign and pendant), down, when the approach of the whole Russian fleet occasioned your recalling me, can tend to make the affair worthy of being distinguished by any mark of approval from the Lords Commissioners of the Admiralty, it is impossible that patronage can be bestowed upon a more thoroughly deserving officer than Mr. Baldwin.

I have the honour to be, &c.

T. B. MARTIN.

*To Sir Samuel Hood, K.B. Rear-admiral
of the White, &c.*

A Return of the Men killed and wounded on board his Majesty's Ship Centaur, August 26, 1808.

Killed.

Peter Jackson, landman; Hendrick Brass, private of marines; James Hawksford, ditto.

Wounded.

Officers—Mr. Paul Lawless, first lieutenant, severely; Mr. Morton, boatswain, badly on the thigh and on the breast.

Petty Officer—John Robinson (1), yeoman of the sheets, slightly on the back and arm.

Seamen—Thomas Moxey, quarter-gunner, badly in the belly; John Bowden, captain of the fore-castle, severely on the leg; Joseph Daniels, ordinary, severely on the arm; Richard Strangman, ditto, severely on the arm and breast; John Kenny, ditto, slightly on the face and arm; Thomas McDonald, ditto, severely; Adam Bossey, ditto, slightly on the thigh; John Con-

way, ditto, badly on the head; John Jefferies, ditto, slightly on the leg; Timothy O'Brien, ditto, slightly on the hand; Thomas Burk, landman, slightly; Michael Canavy, ditto, slightly on the leg; Richard Williams, ditto, slightly on the thigh; John Hudson, ditto, slightly on the neck; Edward Fletcher, ditto, slightly on the buttock; and James Smith, ditto, slightly on the hand.

Marines—John Shores, private, badly on the arm; William McKendrick, ditto, badly on both thighs; John Gumbleton, ditto, dangerously; Samuel Leach, ditto, severely on the leg; Benjamin Gilbert, ditto, slightly; Duncan McDonald, ditto, slightly on the leg; James Gaynor, ditto, slightly on the head; and William McCormick, ditto, slightly on the belly.

Total—3 killed and 27 wounded.

W. H. WEBLEY, Captain.

A List of Men killed and wounded on board his Majesty's Ship Implacable, August 26, 1808.

Killed.

David Coming, ordinary; Robert Miller, quarter-gunner; William Chugg, ditto; Lewis Grouville, ditto; George Quinton, boy of 3d class; and Titus Netherwood, marine.

Wounded.

Mr. Curtis Eastmore, severely, thigh since amputated; William Harris, quarter-gunner, arm since amputated; Daniel Morrison, able, arm since amputated; Mat. Johnson, ordinary, amputated finger and thumb; John Dunleavy, landman, fractured leg; John Beck, ditto, contused foot; James Armstrong, Marine, slightly; Robert Quayle, ordinary, slightly; Charles Shaw, able, in the head, not severely; Charles Banks, landman, contused thigh; Joseph Pinchett, ordinary, contused thigh; William Everson, landman, rather severely; Mr. Thomas Pickerwell, master's mate, slightly; John Webster, able, slightly in the thigh; Robert Hodges, able, slightly; Val. Sutherland, quarter-gunner, not severely; William Alcock, landman, fractured leg; John Edgecombe, able, slightly; John Barbel, ordinary, not severely; Mr. Nich. Drew, captain's clerk, slightly; Thomas Quarin, landman, slightly on the head; Patrick King, ordinary, slightly on the head; Edward Williams, quarter-gunner, in the hand; John Williams (2), ditto, contusion; William Randle, quarter-master's-mate, very dangerously, and not likely to recover; Patrick Brugile, ordinary, badly fractured skull, and not likely to recover.

Total—6 killed and 26 wounded.

T. B. MARTIN, Captain.

A List of killed and wounded on board his Imperial Majesty the Emperor of Russia's late Ship of War Scawlod, captured by his Majesty's Ship Centaur, on the 26th August, 1808, after having been engaged in the morning of the same day by his Majesty's ship Implacable, and afterwards on her anchoring near the entrance of the port of Rostock, and apparently on shore, had one hundred sailors and soldiers put on board her from the said port, to supply the place of those killed and wounded in the action by the Implacable.

43 killed and 80 wounded in action with the Implacable.

180 killed and missing in action with the Centaur.

Total—303 killed, wounded, and missing.

SAMUEL HOOD

Centaur, off Rostock, August 27, 1808.

A List of the squadron of his Swedish Majesty, under the command of Rear-admiral Nauckhoff, with his Britannic Majesty's ships Centaur and Implacable, under the command of Rear-admiral Sir Samuel Hood, on the 26th of August, 1808.

Dristigheten, of 74 guns, Captain Toruquist; Faderneslandet, of 74 guns, Captain Blessing; Tapperheten, of 66 guns, Captain Fischerstrond; Gustaf III. of 74 guns, Captain Petterson; Gustaf IV. Adolph. of 78 guns, Rear-admiral Nauckhoff, Captain Lagerstrale; Captain Krusenstjerica, captain of the fleet; Aran, of 74 guns, Captain Jagerschold; Uladislaff, of 76 guns, Captain Grubb; Adolph Fredric, of 74 guns, Commodore Jagerfelt, Captain Count Wrangle; Forsikligheten, of 66 guns, Captain Baron Cederstrom; Mannligheten, of 74 guns, Captain Nordenanker; Chapman, of 44 guns, Captain Ameen; Euridice, of 46 guns, Captain Petterson; Camilla, of 42 guns, Captain Trolle; Bellona, of 42 guns, Captain Baron Lagerbjelke; Janamas, of 34 guns, Captain Holm; Dolphin, cutter brig; Centaur, of 74 guns, Rear-admiral Sir Samuel Hood, Captain Webley; Implacable, of 74 guns, Captain Martin; Frederic Adolphe, of 70 guns, Captain Rutensparre, sailed from Oro Road on the 25th August, with the sick of the Swedish squadron, for Sweden.

Centaur, August 27, 1808.

SAMUEL HOOD.

A List of Ships and Vessels composing the Fleet of his Imperial Majesty the Emperor of Russia, on the 25th of August, 1808, when discovered by the Squadron of his Swedish Majesty, with his Britannic Majesty's Ships Centaur and Implacable, under the command of Rear-admiral Sir Samuel Hood, K.B.

Blagodath, of 120 guns; Gabriel, of 118 guns; North Star, of 74 guns; Amgetten, of 74 guns; St. Anna, of 74 guns; Boreas, of 74 guns; Eagle, of 74 guns; Sewolod, of 74 guns, taken and burnt; Michael, of 74 guns; Hero, of 50 guns; Rapid, of 50 guns; Argus, of 50 guns; St. Theodor, of 44 guns; Scharlivog, of 44 guns; Castor, of 24 guns; Pollux, of 24 guns; Hermione, of 20 guns; Melpomene, of 20 guns; Wotloff, of 18 guns; Lisette, of 18 guns; two corvettes and two cutters.—Total, 24.

Centaur, August 27, 1808.

SAMUEL HOOD.

Copy of a Letter from Vice-admiral Wells, Commander-in-chief of his Majesty's Ships and Vessels at the Nore, to the Hon. William Wellesley Pole, dated on board the Namur, the 17th instant.

SIR,

The enclosed letter from Captain Cathcart, commander of his majesty's late sloop Seagull, came to my hands by post this day. It is possible my Lords Commissioners may already have received an account of this very gallant defence by some other channel; but as I think the action, though unfortunate, does honour to the naval service and the country, I cannot refuse myself the pleasure of the communication, lest by any accident such gallantry should not be made public.

I have the honour to be, &c.

THOS. WELLS, Vice-admiral.

SIR,

Christiansand, June 20, 1808.

I beg leave to acquaint you, that in his majesty's sloop Seagull, under my command, yesterday at two P.M. the Nase of Norway bearing W.N.W. seven or eight leagues, I discovered a brig in shore running to the eastward, and immediately made all sail in chase of her; at half-past four came within gun-shot, and hoisted our colours, which she answered by hoisting Danish colours, and opening her fire on the starboard side. At this time it

became nearly calm, from a fresh breeze we had at W.S.W. and obliged us to get our sweeps out, in order to get between her and the shore. At five got within musket-shot of the enemy, and commenced action; having now most of our sweeps shot away, and great part of the rigging. Twenty minutes past five we discovered several gun-boats coming towards us, which had been concealed behind the rocks; and it being a perfect calm, they had every advantage they could wish in placing them. They took their position on each quarter, raking us every shot, whilst the brig had the same advantage on the larboard bow. At half-past six five of our carrouades were dismounted on the larboard side (the only side we could bring to bear on the enemy), and several of the officers and crew killed and wounded. Every method was used to get the *Seagull* round, so as to bring the starboard guns to bear, but without effect; our sweeps being all shot away, the gun-boats holling us every shot they fired, five feet water in the hold, and all our sails and rigging cut to pieces. At half-past seven, from the sinking state of the ship, also the great slaughter made by the gun-boats, I considered it an indispensable duty, for the preservation of the surviving officers and crew, to order the colours to be hauled down. I have the satisfaction to acquaint you, there was scarcely sufficient time to remove the wounded out of the *Seagull*, before she sunk. The force opposed to her was the Danish brig of war *Lougen*, mounting twenty guns, eighteen long eighteen-pounders, and two long six-pounders; six gun-boats, most of them carrying two twenty-four-pounders, and from fifty to seventy men each. The action was fought close to the mouth of the harbour of Christiansand.

I cannot speak in terms adequate to the deserts of every officer and man under my command on this trying occasion. I received that support from Mr. Hatton, the first lieutenant, I had every reason to expect from his general good conduct; and the officers and crew have my warmest thanks for their cool and steady behaviour; and I consider it a duty I owe to them, to add, that never was more British valour displayed than on this occasion, although opposed to so very superior a force.

The enemy must have suffered very considerably, but I have not been able to ascertain to what extent. Several of the Danes perished on board the *Seagull*, so precipitately did she go down. I herewith send you a list of the killed and wounded on board the said sloop.

R. B. CATHCART, Commander.

Vice-admiral Wells, &c. Nore.

Killed.

Mr. A. S. White, second lieutenant; Mr. A. Martin, master; Edmund Knox, boatswain's mate; Thomas Nicholls, carpenter's crew; William Crisp, able; William Champion, serjeant of marines; Thomas Ashley, private of marines; Daniel Ellis, ditto.

Severely wounded.—Captain Cathcart.

Dangerously wounded.

Mr. Hatton, first lieutenant; James Young, able; John Chitty, landman; George Chambers, able; John Champion, ditto; William Lewis, private of marines.

Badly wounded.

John Boyd, landman; William Lone, able; Thomas Wilson, boatswain.

Slightly wounded.

William Calway, private of marines; John Brown, ditto; William Murphy, ditto; John McDonald, ditto; John Williams, ordinary; John B. Paul, captain of the fore-castle; John Wood, cook; Robert Steel, able; James M'Ine, ditto; John Norben, ditto.

Promotions and Appointments.

Rear-admiral Harvey has hoisted his flag on board the *Ville de Paris*.

Captain Haswell is appointed to command his majesty's sloop *Elvin*, at Chatham.

Captain J. Granger to the *Semiramis*; Captain Hunt to the sloop *Britomart*; Captain J. Irwin to the *Rinaldo*; Captain Mends to the *Aretusa*, *vice* Sir C. Brisbane; Captain Sir C. Brisbane to the *Blake*; Captain William Mather to the *Combatant*; Captain Charles Gill to the *Onyx*; Captain J. L. Manley to the *Badger*; Captain Samuel Clark to the *Rolla*; Captain Charles Harford to the *Chanticleer*; Captain Thomas Kennedy to the *Cordelia*; Captain Thomas Oliver to the *Apelles*; Captain D. Mackay to the *Inflexible*.

Captain James Bowen, eldest son of Commissioner Bowen, is appointed to command the transports of the expedition under Sir David Baird.

Captain Rogers, of the royal navy, is appointed agent for prisoners of war at Mill Prison, Plymouth, *vice* Cotgrave, appointed by the commissioners for transports, &c. to be agent for the prisoners of war at Dartmoor.

Captain Isaac Schomberg, of the royal navy, is appointed to be deputy comptroller of the navy, *vice* Sir Robert Barlow.

Sir Robert Barlow is appointed to be commissioner of the dock-yard at Chatham; *vice* Hope, deceased.

Captain Lobb is appointed commissioner at Gibraltar, *vice* Middleton.

Captain Middleton, commissioner of the navy at Gibraltar, is appointed one of the commissioners of his majesty's navy, London.

Captain Percy Fraser is appointed to supercede Captain Lobb, as commissioner of the navy at Malta.

Lieutenants appointed and promoted.

Lieutenant James Leach to command the *Desperate* gun-brig; George Wills to the *Temeraire*; William Webster to the *Aigle*; Thomas Pierce to the *Achille*; Francis Marshall to the *Temeraire*; George Welch to the *Briseis*; John Hawkins (1) to the *Elvin*; Richard Fegen to the *Eyderien*; B. A. Hoar to the *Pelorus*; Samuel Heming to the *Tisiphone*; Robert Lacombe to the *Decade*; Abraham White to the *Helena*; William Hill to the *Amethyst*; Robert Falkland to the *Panther*; William Buckle to the *Pelorus*; Thomas Ratsey to the *Ephira*; Alexander Dobbs to the *Princess Carolina*; Nathaniel Norton to the *Illustrious*; Thomas Smith to the *Podargus*; John Francis to the *Combatant*; John Berney to the *Invincible*; and John Fleming to the *Bramble* schooner.

Lieutenant George Warcup is appointed to his majesty's ship *Pompée*; William Webster to the *Fortunée*; R. S. Haly to the *Semiramis*; Francis E. Lock to ditto; John G. Victor to ditto; Alexander Sandelands to the *Quebec*; Alexander Kennedy to the *Warspite*; George Ninis to the *Sheldrake*; John Nicholas to the *Pompée*; Poynter Craie to the *Irresistible*; James McDowall to the *Ville de Paris*; Henry S. Wilson to the *Inflexible*; Hugh William Smith to ditto; James Robinson to the *Eyderien*; Robert Ratsey (2) to the *Satellite*; John Healey to the *Neptune*; Adam Grieve to the *Sparrow*; Andrew Mitchell, second son of the late Admiral Sir Andrew Mitchell, to the *Achille*; Daniel Woodriffe to ditto; Charles Augustus Baumgart to the *Forester*; Richard Loper to the *Elvin*; Charles Bowen (2) to the *Thisbe*; James E. Cashman to the *Redwing*; James Campbell to the *Gannett*; Francis John Turner to the *Comet*.

A list of midshipmen passed for lieutenants on the first Wednesday in the

month:—John Russel, Vere Gabriel, E. Andrews, James Davis, Robert Machen, George Goddard, Archibald Hamilton, Gilbert Trail, C. H. Scale, Benjamin Rippon, W. D. Morris, Richard Streatfield, Thomas Williamson, Thomas Blake, H. M. Elmore, William Glascock, and T. Ambrose.

Surgeons appointed.

Mr. Alexander Copland Hutchison, lately appointed acting surgeon of the royal division of marines at Woolwich, is appointed to be surgeon of the royal hospital for seamen at Deal.

Edmund James to the *Eclair* sloop; Thomas Martill to the *Rattler*; Michael Stewart to the *Magnet*; George Cooper to the *Subtle*; John Saunders to the *Lily*; James Bell to the *Caledonia*; Andrew Dods to the *Swallow*; William Howan to the *Arethusa*; Richard Jenkins to the *Eclair*; William Ure to the *Elvin*; Thomas Williams to the *Tartarus*; James Brydone to the *Inflexible*; Alexander M'Glashan to the *Calliope*; James Glen to the *Britomart*; Walter Warwick to the *Sparrow*; D. T. M'Carthy to the *Semiramis*; Henry Green to the *Apelles*; William Hamilton to the *Blake*; William Fuller to the *Sandwich*; Isaac Ryall to the *Bristol*; Owen Harries to the *Chanticleer*; and Richard Coniby to the *Satellite*.

Assistant Surgeons promoted.

Philip O'Reilly to the *Stately*; John M'Arthur to the *Monmouth*; Andrew Page to the *Flamer* gun-brig; Peter Grant to the *Camel* store-ship; Henry Ruxton to the *Hydra*; Giles Ingram to the *Triumph*; William M'Farlane to the *Semiramis*; David Birrell to the *Arethusa*; John Watkins to the *Ville de Paris*; William Alexander to the *Spencer*; John Matthews to the *Revenge*; John Monteith to the *Diomede*; Thomas Allison to the *Weymouth*; Thomas Melnish to the *Prevoiyante*; John Duncan to the *Namur*; John M'Arthur to the *Tigre*; T. Clarke to the *Aigle*; George Renney to the *Ville de Paris*; and Rodolphus Kent to the *Prince Frederick*.

BIRTHS.

At Gloucester-place, on the 20th Aug. the lady of Lieutenant Hardacre, of the royal navy, of a son, after having had eight daughters in regular succession.

Of a son, the lady of Sir Home Popham, of the royal navy, at their seat, Sunning Hill.

At Thornton-place, Greenwich, of a son, the lady of J. T. Lee, Esq. only son of the late Captain John Lee, of the royal navy.

At Highgate, the lady of Walter Carruthers, Esq. of the Hon. East India Company's service, of a daughter.

MARRIAGES.

On the 29th August, at East Knowle, Wilts, by the Rev. John Saville Ogle, Sir W. G. Parker, Bart. of the royal navy, to Miss Eliza Hill, third daughter of J. C. Hill, Esq.

Captain Abdy, of the royal navy, to Miss Rich, daughter of the late Admiral Sir Thomas Rich, Bart. of Sunning, Berks.

At Chippenham, Lieutenant J. C. Bagnell, of the royal marines, to Miss Aste, daughter of the late Rev. S. Aste.

At Gravesend, Lieutenant Mackey, of the royal marines, son of Major Mackey, of Tilbury Fort, to Miss Pattison, daughter of the late ——— Pattison, Esq. of Gravesend.

Mr. Archibald Fleming, to Miss A. Larkan, eldest daughter of Captain John Larkan, of the royal navy.

OBITUARY.

On the 22d August, at his seat at Fôrtworth, in Gloucestershire, Francis Reynolds Morton Lord Ducie, late a captain in his majesty's navy, and provost marshal of Barbadoes.

Lately, in the West Indies, Lieutenant James Locke, eldest son of Captain Walter Locke, of the royal navy, of Ryde, Isle of Wight.

On the 3d September, at his house in lower Tooting, Philip Gidley King, Esq. captain in the royal navy, and late governor of New South Wales.

On the 10th of September, Commissiouner Charles Hope, of his majesty's dock-yard at Chatham.

Lately, at Herne Bay, near Canterbury, where he was removed for the benefit of his health, the infant son of Lieutenant Joseph Dewsnap, of the royal hospital at Greenwich.

At Gloucester-place, New Road, shortly after lying in of her ninth child, Mrs. Helen Hardacre, wife of H. T. Hardacre, Esq. of the royal navy, aged 31.

Shortly afterwards, the infant and only son of H. T. Hardacre, Esq.

Lady Anne Rich, of Beaumont-street, Devonshire-place, widow of Admiral Sir T. Rich, Bart.

At Greenwich, aged 43, John Bowler, of Oxford, who suffered so severely in an action on board the *Blenheim*, as to render the amputation of both his legs indispensable.

In Beaufort-row, Chelsea, Captain Robert Parrey, of the royal navy.

At Thancks, near Torpoint, Devonshire, Mrs. Neesham, wife of Captain Neesham, of the royal navy.

At Hopetoun House, Scotland, the Right Hon. Lady Jenima Johnstone Hope, wife of Captain George J. Hope, of the royal navy.

We are sorry to announce the death of the Hon. Captain Herbert, of the royal navy, and Mr. Creed, son of Mr. Creed, navy agent. They were going on shore from the *Swallow*, Captain Milner, on the 12th September, at Gijon; just as they were on the bar, a violent surf broke over them, filled the boat, and plunged the whole into the sea; the greater part, by taking hold of the boat, kept above water, and supported themselves on oars and planks, till the boats, which immediately put off from the shore, picked them up. Unfortunately, however, they were unable to save Captain Herbert and Mr. Creed, who sunk before they arrived. These two gentlemen went out for the purpose of visiting the country. Captain Herbert was second son to the Earl of Carnarvon, and a gentleman of respectable literary talents: he had lately published a volume of poems. He married Miss Byng, daughter of the Hon. John Byng, and sister to Captain Byng, of his majesty's ship *Belliqueux*.

On the 3d of September, at Sunderland, Lieutenant J. B. Watson, of the royal marines, aged 20, son of Mr. R. Watson, of the customs, of Newcastle. He was second in command of the division of marines left on the *Diamond Rock*, when the French, under Admiral Ganteaume, captured it. The privation and fatigue he sustained on that station laid the foundation of a decline, which ultimately carried this promising young man to an early grave.

BIOGRAPHICAL MEMOIR
OF
GEORGE NICHOLAS HARDINGE, ESQ.

LATE CAPTAIN OF THE SAN FIORENZO.*

" ——— As gentle as the zephyr
Below the violet ;—and yet as rough
As the rud'st wind, that by the top doth take
The mountain-pine, and make it stoop to th' vale."

SHAKESPEARE.

OF this naval hero's life no historical record will or can be exempted from that pride of the historian who knew him the best, which the hero deprecated in the partialities of those he loved, and who loved him.

Pride he certainly possessed, but it was of the noblest kind: it prompted him to disdain a mean act, or a selfish thought. But no gallant spirit was ever more elevated above the vanity of self-applause. He was even so modest as to give himself no credit for the sentiment, or the habit, of that modesty itself, as a virtue.

It shall be my ambition to give a picture of him, and from the life, under the discipline of this check upon my own pride; though such a love as I bore to him neither hopes nor wishes to be disinterested. But zeal for the memory of a character so dear to me would be miscalculated, if it could violate those principles of honour which it was the uniform habit of his life to revere,

* The Editors of the NAVAL CHRONICLE have been favoured with the present interesting memoir, by a friend of the lamented Captain Hardinge—one who knew him well, from his infancy till his death; and they have not made any essential alteration in the form or the substance of the narrative. Two or three references are all they have thought it necessary to add.

It will not fail to be observed, that I have departed from the usage which has confined these memoirs to naval incident and character : yet I am not without hope that it will be forgiven, if the moral and social features of the same portrait are not only interesting, but cannot be separated from the naval picture without prejudice to its effect and spirit.

I may also be accused of dwelling upon some of these personal topics, when they are too minute for an epitome like this. But here again I shall feel no despair of indulgence, if it shall appear, as I think it will, that every such detail throws a new light upon essential features of the character.

George Nicholas Hardinge was born upon the 11th of April, 1781, at Kingston-upon-Thames. He was the second of many sons to the Rev. Henry Hardinge, now rector of Stanhope, in the county of Durham, then vicar of Kingston. His mother is a daughter of the late James Best, Esq. of Boxley, and of Chatham, in Kent.

Henry Hardinge is the second of three (surviving) sons to the late Nicholas Hardinge, Esq. of Canbury House, near Kingston-upon-Thames, who was, for several years, first clerk to the House of Commons, and, at a later period, became joint secretary of the Treasury, in which post he died, A.D. 1758.

Jane Hardinge, his widow, sister of the late Earl Camden, survived her husband for almost half a century, and closed her interesting life in her 89th year, May 17, A.D. 1808.

George Hardinge, Esq. one of the judges in Wales, and her majesty's attorney-general, is Henry's eldest brother. He was godfather to this nephew, and adopted him, when a child, into his own family. With his brother Henry's consent, he took upon him the parental office of educating his favourite, and sent him to Eton school at the age of nine or ten years. He designed him for his own profession of the law.

In this early period his parts, though bright in some views of them, were in general thought more lively than solid ; and almost in the same proportion that he was admired for his wit, he was deficient in learning, or in the memory of serious impressions. He was averse to all study, and gave no promise, either of talents, or of ambition to acquire useful knowledge.

But his countenance was uncommonly beautiful, and his manners (though undisciplined) were so prepossessing, that he was perhaps too general a favourite. His uncle has confessed, that "he loved him in those days, *not wisely, but too well.*"

He had a peculiar turn for humour, and made acute remarks, though in a desultory manner. But in those early and playful habits, none, who saw much of him, could fail to discern a character of independent spirit, and that affectionate warmth of heart, which became, in the sequel of his life, a ruling principle of its character.

He was, however, too ungovernable, and was too much his own master, to encourage the hope that he would acquire stability enough to cultivate his talents for learning of any kind, if he possessed them; a point upon which doubts were entertained by some of his relations, indeed by most of them, but none by the writer of this memoir.

At the age of eleven or twelve he took up and pursued a most violent impulse to the sea. It arose in part from conversations, when at home, with his uncle Richard, now Sir Richard Hardinge, Bart. then a captain of an East Indiaman; but it commenced in the advice, rather playfully than seriously intimated, by Sir John Borlase Warren, who saw him, accidentally, at Eton school, and assured him, that "he was better calculated for a naval hero than for a lawyer." It was however attributed, in part, by his relations, to a dislike of school and of learning, which had become disgracefully obstinate.

Under that last impression, before the lot was determined, they reasoned with him in a dispassionate and serious manner, by laying open to him, without reserve, the subordination, the labours, and the perils of the naval service. He persevered, and was firm to his text. He made this element his deliberate choice, in a tone of such manly and reasoning spirit, that he carried his point with flying colours.

He became, in 1793, a midshipman on board the *Meleager*, Captain Charles Tyler, now the rear-admiral of that name; an officer as much revered and beloved as the naval service could ever boast; a man of perfect honour, and of the most engaging

manners, who combined in his character the hero and the gentleman.

The writer of this memoir accompanied the new officer to a parting dinner, at a whimsical inn (quite new to *him*), the Golden Cross, Charing Cross. In the midst of the repast, his young friend's naval hat was brought into the room. He left the table, to put it on, presented himself to the looking-glass, and *could eat no more*. This was naval pride, it was not personal vanity.

It was to the animating and graceful example, as well as the parental solicitude of his captain, that his relations have ascribed the wonderful change which five years produced in the colour and stamp of his mind.

He was to accompany that experienced, able, and spirited officer, Lord Hood, into the Mediterranean, as part of his fleet. This was another and peculiar advantage to his naval school.

At first, even after he had thus embarked in the service, and with such avidity, he took a dislike to it (with caprice, like that of boys, and especially those who have been so indulged); he complained of it peevishly, and wished himself at home again, that is, he wished himself—not more admired and caressed (for so far he found the home which he had left, in the ship itself), but less controlled. But when this (fugitive) impression was obliterated from his mind, by the affectionate, though firm, conduct of his *naval parent*, and when that mind began to explore its own powers, the character of it was *new made*; it became distinguished, not by courage alone, but even by talent, engrafted upon the habit of diligence, and upon a high spirit of ambition to excel, which ripened the dormant resources of an admirable capacity. I remember that he said at an early period, “I had rather serve under a captain or an admiral of a marked character, than make a fortune early or late in the common routine. I have an ambition to see great abilities near me, in hopes to improve myself by observing them.” He made himself an adept in the tactics of his profession; he loved its enterprize, and he encountered all its perils with a naval hero's disciplined valour.

This reminds me of a conversation which passed a little before he sailed, between him and one of his relations :—" You hate all study, and you love to have your own way ; how comes it, that you have chosen the sea, where, if you don't study, and if you don't give up your own will to your superiors, you will make no figure, and will be disgraced ?"—" I hate all study at school, and would never have learnt any thing, if I had been left at Eton ; but if I *must* read, and *must* be governed *at sea*, to be a good officer, I *will* read, and I *will* be governed."

He remained in actual service, almost unremitted, for those critically interesting years of his life ; a part of it was occupied in the able and gallant assistance of Lord Hood, and of the naval armament under him, to the Corsicans, A.D. 1794. Upon the occasion of those incidents, he wrote a letter, still preserved by his correspondent, in which he gave a lively, but at the same time an able and luminous report of the enterprize. It was accompanied by a rough but spirited sketch of a naval manœuvre, in elevating cannon from the ships to an eminence of stupendous height, upon cliffs almost perpendicular. In this letter he first marked the peculiar eloquence of style, upon serious topics, which never deserted him in the sequel of his life. Many of his letters to his friends are beautiful compositions.

Mr. Pitt saw the letter from Corsica, was delighted with it, and said, that " it was a most extraordinary performance at so youthful an age." Indeed, of an earlier date was a letter of his pen conceived and expressed in a manner very superior to his time of life, and in the same line of description, with a difference that marked something better than style or spirit—the compassionate benevolence of his nature. It was a most pathetic recital, of an accident which befell the Alcide, after she had struck to our fleet : she caught fire, and could not be saved. The men jumped overboard by hundreds ; four hundred at least were either burnt or drowned : the sea was covered by dead bodies ; and she then blew up in a most tremendous manner. All our ships put their boats out, in hopes to save those who were alive and clinging to the wreck. Those who were caught up in time, and were taken on board, were so overjoyed as to fall into fits ; and when they had recovered, could not find

words to express their gratitude. Under such examples he learnt humanity as well as courage.

Before these Corsican adventures took place, the *Meleager* had not been idle or obscure. She was the first that sailed into the port of Toulon.

In Corsica, the services of Captain Tyler were so distinguished, that when the *la Minerve*, a 40-gun frigate, had been captured, had been sunk, and (chiefly by *his* exertions) had been weighed up again, the command of her was given to him.* She acquired the name of the *San Fiorenzo*, in honour to the Corsican town and fort of that name. To that newly acquired vessel the midshipman was transferred.

Who can abstain from a tear, when told that he had *then* reached half the period of his life?—that he was doomed, in his 27th year, to fall as the commander of that identical frigate, in a distant sea, in a different quarter of the world, and in a victorious conflict, “*Second* (as General Maitland observes) *to none that our annals can boast?*”

Having passed the remainder of that year in the *San Fiorenzo*, he served, under the same captain, who never could part with him, on board the *Diomede*, a 64. In 1795 she formed a part of Sir William (now Lord) Hotham’s fleet, and was engaged in the action which had the effect of cutting of the *Ca-ira*, of 80 guns, and the *Censeur*, of 74. The success of that enterprize was partial; but this defect arose from the enemy’s conduct, who, though in a full state of preparation, would not meet our squadron, which had undergone the severe discipline of its Mediterranean service, yet had courted them to a battle, which they declined. The naval conduct on our part was honoured by a vote of thanks in both houses of Parliament.†

Our midshipman had served in other actions prior to this. In the very first of them his captain used these memorable words—“*My two boys* behaved like veterans.” The other “*boy*” was Roger Savage, now a post captain. They were bosom friends, and both of them reflected honour upon him, who loved

* This was in March, 1794.

† For Lord Hotham’s official account of this engagement, *vide* NAVAL CHRONICLE, Vol. IX. page 352.

them as if they had been his own sons, and was loved as a parent by them.

A little anecdote may here be related, as tending to display the character of the youthful hero. While in the Mediterranean, he met with an accident, which he related in the margin, at the end of a long and amusing letter to one of his relations, and the marginal addition written in a hand so diminutive as with difficulty to be read:—"By the way, I forgot to tell you that I have lost the joint of a middle finger, by an accident in returning to the ship."

When upon the Italian coast, and at rest from active service, he enjoyed the peculiar advantage of going on shore to Naples, where Sir William Hamilton (one of the most courteous and accomplished of men), received him in a manner the kindest imaginable. He took the opportunity of these and of similar excursions, to furnish his attentive and curious mind with an ample store of general knowledge, of experience, and of discernment into the characters of men, very singular in his profession, and at his age. He acquired even a taste for *the arts*. Having a most powerful memory, he retained with clearness and precision whatever images had glanced upon him. At other times, and on board, he had read modern history, and had become so versed in it, as never to be at a loss in recurring to its prominent features and revolutions.

He returned home to England in the spring of 1798, before he had reached his eighteenth year; and such an improvement was never achieved by that glorious element, the sea. Instead of the volatile, the undisciplined, rude, and childish boy, he returned, a youth, full of high spirit, but unassuming, discreet in his behaviour, pleasing in his manners, affectionately benevolent, remarkably sensible, and well informed.

His countenance, and even the cast of his features, had become so entirely changed, that not a soul would have known him to be the same, by a shadow of resemblance in the *man* to the *boy*. His relations playfully called him "*the impostor*," and he took the name: he sometimes varied the description, and signed, *Mahomet*. His manners won every heart. Though his uncommon beauty when a boy was no longer to be seen, it left him the better substitute of a most interesting countenance, which

united the character of animated sense to a benevolent expression, the faithful interpreter of an affectionate and glowing heart.

He was not on shore above a month or two in England, before he was called into naval service again, but under the same captain, on board the *Aigle* frigate, and (with his friend Savage) accompanied him in his way to the east. Upon the Isle of Planes, off the African coast, he was wrecked, on board that frigate, and barely escaped with his life. He wrote an account of this calamity, in a tone of modest and christian heroism, which gave the unequivocal impression of a serious and well-disciplined courage.

He was for a little time shifted on board the *Excellent*, and then received as an occasional guest by the Earl of St. Vincent (his commander-in-chief), who took what is called a fancy to him, conceived a partiality for him, and marked it in the most playful manner. "Your uncle," said he, "has recommended you to me; but *never mind him*; and when you are asked who you are, say, you are my son." These *partialities*, if they must be so called, of that acute and sagacious mind, had the felicity, in general, to be so well placed, as to look very like prophetic discoveries of anticipated genius and spirit in his favourites.

He detained him but a little time; and in order to furnish a better opportunity for enterprize, placed him on board the *Theseus*, Captain Miller, who perished at the siege of Acre, universally regretted.* Our hero was in the very ship at the time of its fatal explosion: he was going to the cabin—a few steps further would have made *him* another victim of that awful and lamented catastrophe. During this memorable siege, which recalled the days of chivalry, he was employed in the command of a gun-boat, and was honoured with public thanks by the hero of that brilliant service. He was, after the loss of Captain Miller, for some little time on board the *Tigre*, Sir Sydney Smith, and was off Alexandria when he received his commission as lieutenant.† On account of this rank, and of his local services upon that coast, he was honoured with a gold medal.

* Some particulars respecting Captain Miller will be found in the IVth volume of the NAVAL CHRONICLE, page 469. The siege of Acre is also there described.

† It was dated the 15th of October, 1800.

He was then ordered home, and put on board the *Foudroyant*, as a supernumerary lieutenant. There he took part in the celebrated action with the *Guillaume Tell*.*

Upon the 22d of March, 1801, we find him at Minorca, on board the *Santa Teresa*. At that time it appears that he solicited from Lord Keith a first lieutenant's appointment on board a war-sloop, named by himself. Lord Keith promised compliance with his request, if he chose to remain in that part of the world; but acquainted him, that Lord Spencer had wished him nearer home, at the request of his friends. In consequence of that hint, of course, he returned, but more and more improved in the wisdom of professional experience, and the discipline of public spirit.

The same Captain Tyler, whose punctual and sacred fidelity in early days induced him to complain of *the boy*, gave the highest character of *the man*, to the writer of this memoir, and represented him as *then* equal to the command of a seventy-four.

Soon after his return, a fortunate accident presented him to the notice and friendship of a lady, in the circle of his connections, than whom none of her sex was ever more accomplished, and more acute in the discernment of character, more polished by elegant manners, and more endeared by the moral graces of the heart.

A letter of her pen gives, in the most eloquent colours, a picture of his young friend, as drawn by her in 1801. It must not be withheld from the reader, nor the unequivocal test of its fidelity, in the resemblance, marked by a *second portrait* of him, which the same glowing pencil has recently touched, and without a conception that we had kept the *first*.

(COPY.)—1801.

"You want my opinion of George, and I am happy to give it you: I have had much conversation with him, which has enabled me to discover

* In the III^d volume of the *NAVAL CHRONICLE*, page 500, will be found Captain Dixon's official account of this action; at page 508 of the same volume, are some minute particulars respecting the capture of the *Guillaume Tell*, in a letter from on board the *Foudroyant*; the French admiral's account of the engagement is given at page 233, Vol. IV. some critical remarks upon the subject appear at page 317, Vol. IV. and, in our biographical memoir of Sir Edward Berry, the commander of the *Foudroyant*, Vol. XV. page 181, we have inserted some additional particulars. A view of the action is also given in Vol. IV. page 233.

his merits, for he is very modest. He appears to more advantage when he is known.

"As far as I could judge, he is remarkably sensible, and blessed with a powerful steadiness of understanding, like that of his grandmother; he has an excellent command of language, when he is quite at his ease, and very uncommon clearness of apprehension: he has the occasional embarrassment of diffidence, and appears to have entertained the opinion, that he wants the polish of manners to render him acceptable; but in my judgment he is the more interesting, upon account of this very defect, as far as it extends. He has quite lost that style of delicate beauty which he possessed when a boy, which alarmed me for him, and which now would ill become so manly a character; but his admirable heart glows in one of the finest countenances I ever beheld. For wit, I think, he has more of habitual admiration than of natural taste; for he is of a serious and rather a contemplative turn,* though he has a fund of animal spirits to enliven it.

"As to his principles, they are inimitable: he has been tried in the first and severest probation of his virtue; but he has profited by it, for his eternal welfare.

In Italy he acquired a real, though manly, taste for the arts, and seems to have lost no opportunity of making himself acquainted with every circumstance worth his knowledge, in the various countries which his professional duties, or, I should rather say, his excursions from them, have enabled him to visit. He has inherited the *family talent*, and his memory is like a charm in its powers; nothing escapes from it.

These gifts and these attainments have made him a very interesting companion; and I never have regretted any thing more in my life than our separation: but he will have my good wishes through every future step of his career.

"I can assure you, that he is a just object of all the love you can spare to him, and that you cannot love him so much as he loves you."

This was in 1801, before he had signalized his naval heroism in the command of a ship, though he had even then marked his genius and his courage.

Her letter of August, 1808, since we knew that we had lost our hero, will, in the coincidence of many features, authenticate the good faith of the earlier portrait, though with shades of difference, arising from different views of the life it copied.

August, 1808.

"I had the good fortune (and I call it still by that name), to pass a week in his charming society, and was much alone with him: I discovered in him

* I never adopted that opinion, but I could account for it, as entertained by her; for as he revered her, and as her spirits, naturally cheerful, had received a more serious cast from the loss of a dear friend, I have no doubt that from delicacy to her, he was upon his guard against the unseasonable indulgence of this propensity with her. Attentions like these were familiar to him.

then, as far as I could presume to judge, a depth of solid understanding, which resembled that of the late Mrs. Hardinge, who lives in all our memories—engaging manners—a high sense of honour in every thing—a noble way of thinking, and principles of gratitude, beyond any which I had ever observed in a human creature, especially at his age. His excellent capacity had been improved by a fund of general knowledge, very singular I believe in his profession. His temper was gentle, and his heart was no less affectionate than it was elevated by the heroism of public spirit.”

In 1802 he made a tour with a relation to the Lakes, and made friends of all to whom he was introduced as a guest. If the reader could have seen their expressions of regret, he would have supposed them relations, or attached by the habits of a most affectionate intercourse. He was the joy and pride of almost every heart that he found in his way.

Amongst them was the Bishop of Llandaff, who was delighted with him, and formed a very high impression of him, not as a hero, but as a young man of enlightened intellect, and of an open heart.

A circumstance recurs to me, which appears to be worth relating, as it marks the powers of memory and of observation, familiar to this youthful scholar, entirely self-taught. He was no Latinist, but he had picked up in translation many interesting passages of the Latin poets. One day, the bishop made a remark upon the oak, and his young visiter asked him, with blushing humility, “if it was true, as Virgil said, that an oak rose above the earth, in proportion to the depth of its root.” The Bishop turning from him to his relation, said: “That young man has a very intelligent mind; he has read Virgil to good account, and as every book *should* be read.” His relation smiled, and said, “My lord, you’ll think him an impostor, if I don’t undeceive you; he has read no Virgil, but in Dryden.”

This admired prelate’s letter upon the subject of his death will be annexed.

Earl St. Vincent had become first lord of the Admiralty. He retained his predilection for the midshipman, though he had never met with him since they parted in the Mediterranean. But he justified the impression which he had formed of him (in that short and fugitive intercourse) by a marked *éloge* upon him, to me, as resulting from what he had recently heard of him, as well as from his own comments upon him when they had been at sea together.

He called him "*a noble creature*," and said, "If I live, and keep my office, he shall not complain that I desert him."*

What an amiable picture of encouragement for youthful enterprise, and of countenance to inferior officers! Under impressions like these, when I had scarcely any acquaintance with him, and solicited by no political interest, he obtained for him, in May, 1802, the rank of master and commander, which he followed up with an appointment, as captain of the *Terror* bomb, in March, 1803.

He had scarcely been fledged in this command, before he made himself the favourite of Captain Owen, whom to name, is to supersede the necessity of recording his talents and spirit. Under that enterprising officer he had the honour to serve, and spoke of him in the most glowing terms of panegyric. I cannot forbear in this place to give a little specimen of his youthful style, in its comic playfulness. In one of his letters to a sister, whom he loved beyond expression, he marked at the same time his contempt for gasconade, and his turn for humour. It was meant as a banter upon some of the gazettes. After he had paid (in a serious part of the same letter) just homage to this admired officer, he adds the following report:—

(COPY.) *Terror, off Boulogne, Aug. 1803.*

— We have knocked a few houses down—

— Killed—fifty or sixty old women!

— Lost—all our crockery and glass!

Deafened by the mortars for a week.

THE CAPTAIN OF THE TERROR."

But in the following September, he signalized his valour, skill, and judgment, under that accomplished and most able officer, Sir James Saumarez; who, in the *London Gazette* of September, 1803, spoke of him in the following terms:—"The various services on which Captain Macleod, of the *Sulphur*, and Captain Hardinge, of the *Terror*, have been employed, have been already sufficiently known: but I will venture to assert, that in no one instance could they have displayed greater zeal and gallantry than on the present occasion."†

* Like an affectionate parent, he kept him close to the habits of the service, and *whipt him off*, as he expressed it himself, to a ship. It was the *Sirius*, Captain King, at Plymouth.

† *Vide NAVAL CHRONICLE*, Vol. X. page 337. The circumstance to which the letter of Sir J. Saumarez relates, was the bombardment of Granville.

It is evident, from the admiral's allusion to the former services of Captain Hardinge, that he had *then* obtained a high character.

The Earl of St. Vincent was much pleased that his favourite had begun so well. In a letter to a relation, dated September 24, 1803, the captain says that " * * * *, who never loses for a moment the sight of his interest or of his credit, has received a letter from Earl St. Vincent, which honours and gratifies him by marking, in the kindest manner, that he is affectionately interested for his welfare."

It happened, that by these exertions in the attack upon Granville, the *Terror* became so crippled, as to be of no farther use for active and foreign service: she was turned, as he expressed it, into a *sea watchman*, being only used for signals.

Before he had acquired this notice in the *Gazette*, and before he had served under Captain Owen, he had been stationed off Ramsgate, when the Princess of Wales passed the summer there. Her royal highness honoured him with her countenance and protection, which at a later period was renewed in the most gracious manner. These obligations were conferred upon a mind in which the memory and grateful sense of them were never obliterated.

At a late period of 1803, or in January, 1804, he was appointed captain of a newly-built sloop of war, the *Scorpion*, of 18 guns.

Here two circumstances deserve to be related:—(1) the captain, when serving on board the *Terror*, as a signal ship, had very often heard of this vessel, as a favourite of many competitors. He told his relations (in his playful style) how "*desirable*" she was; and would often say, "*that he dreamt of her.*" One of them, who was upon the alert, applied for it, and was told by Lord St. Vincent, "that he could not gratify him by giving him that ship at his request, inasmuch as it was pre-engaged, and was intended for Captain Hardinge, of the *Terror.*" With such playful manners he improved, by seeming to lessen, the value of the gift. He added, "that no hint of it was to be given, till the appointment could be officially notified." This injunction was obeyed, and the (*enamoured*) captain had begun to despair, when he had in fact obtained his prize.

(2.) Though delighted with his acquisition, he was averse to the North Sea, and he desired his relations to obtain for him, if they could, any other destination. They would not gratify him, or

even make his request known to his patron. This want of courtesy to his claims upon them had a most fortunate result for his credit and for his advancement. It marks the wisdom of accepting without reserve, and without hesitation, whatever naval appointment happens to be offered.

I shall enliven the narrative, and give a picture of his comic style, and of his manly character. Perhaps it may not be impertinent here to give his own words, because they mark the humour as well as the disciplined spirit of his mind:—"You have misunderstood me if you think I can hesitate or complain, or 'intimate undue preferences,' which are your words: whatever scene of action or of tamer service may be destined for me by superiors, I know that some are to accept these duties, and must of course expect them as well as my neighbours. But as to wishes or preferences of taste, we must all of us have them as well as *Archer*, who did not like *pig*.—If Tamerlane should come to us that way, I should like this very scene the best."

He had scarcely arrived off the Texel, under Admiral Thornborough, before he captured the Dutch war-sloop *Atalante*, under circumstances of such heroism, ability, and persevering spirit, that he was expressly made a post captain for it, and obtained a sword of a hundred guineas value, the almost immediate gift of the committee at Lloyd's coffee-house.*

The letter of Captain Hardinge to Admiral Thornborough was of *Spartan* brevity; but in an epistle to one of his relations he gave scope to his feelings. I am happy to supply this popular and circulated record of naval characters with a copy of that most affecting picture. The person to whom it was addressed, has often said, "*that he ought then to have died of his joy*." But he was reserved for more laurels of the hero whom he loved, and for the doom, to survive—not *them*, for *they* are living—but the hero himself, who, except in his fame, breathes no more. It must not a little interest the reader's pride, as an *Englishman*, that such a letter as that of Lord Keith should have been written. What an encouragement is there given to youth, valour, and modesty!

* Captain Hardinge was made post on the 10th of April, 1804.—The official accounts of this action are given in the XIth volume of the *NAVAL CHRONICLE*, page 409 to 411.

How is the policy of the service improved, since the rigid asperities of the naval character, in men of such high professional rank, has been thus exchanged for the delicacy of those attentions to the rising fame of a gallant spirit! It was in Lord Keith an impression of the moment, as attracted by the humble and silent claim of a boy in years, to whom he had no personal attachment, or to any of his connections:—

“Although,” said his lordship, “the brilliancy of this service can receive no additional lustre from any commendation it is in my power to bestow, I obey the dictates, both of duty and of inclination, in recommending the distinguished services of Captains Hardinge and Pelly, and of the officers and men employed under them, to the consideration of their lordships; who will not fail to observe the delicacy with which Captain Hardinge refrains, in his narrative to Admiral Thornborough, from any mention whatever of himself; nor to recollect, that Captain Pelly was promoted to the rank of a commander, in consequence of his having been severely wounded, in the performance of his duty before Boulogne.”

The letter of Admiral Thornborough is penned in the same kind and liberal spirit.—The following is Captain Hardinge’s letter to his friend:—

(COPY.)

“MY EVER DEAREST FRIEND,

Scorpion, April, 1804.

“I am on my way to the Nore, after six days of severe, but unrepented fatigue, and have sixty Dutch prisoners on board. We are accompanied by the *Atalante*, a Dutch war-brig, of sixteen guns, prize to us.

“I was ordered on the 28th to reconnoitre at Vlie, and perceived a couple of the enemy’s brigs at anchor in the roads: despairing to reach them with my ship, on account of the shoals that surrounded the entrance, I determined upon a dash at the outermost one in the boats, if a good opportunity could be found or made. It came, unsolicited, March 31. Preparing to embark, we accidentally were joined by the *Beaver* sloop, who offered us her boats, to act in concert with ours: we accepted the reinforcement, under an impression, that it would spare lives on both sides, and would shorten the contest. At half-past nine in the evening we began the enterprize. Captain Pelly, an intelligent and spirited officer, did me the honour to serve under me, as a volunteer, in one of his boats. We had near sixty men, including officers, headed by your humble servant, in the foremost boat. As we rowed with tide flood, we arrived alongside the enemy at half past eleven. I had the good fortune, or (as by some it has been considered) the honour, to be the first man who boarded her. She was prepared for us, with board-nettings up, and with all the other customary implements of defence. But the noise and the alarm, &c. &c.* so

* This &c. &c. is full of character.

intimidated her crew, that many of them ran below in a panic, leaving to us the painful task of combating those whom we respected the most.

The decks were slippery, in consequence of rain; so that grappling with my first opponent, a mate of the watch, I fell, but recovered my position, fought him upon equal terms, and killed him. I then engaged the captain, as brave a man as any service ever boasted: he had almost killed one of my seamen. To my shame be it spoken, he disarmed me, and was on the point of killing me, when a seaman* of mine came up, rescued me at the peril of his own life, and enabled me to recover my sword.

"At this time all the men were come from the boats, and were in possession of the deck. Two were going to fall upon the captain at once. I ran up†—held them back—and then adjured him to accept quarter. With inflexible heroism, he disdained the gift, kept us at bay, and compelled us to kill him. He fell, covered with honourable wounds.

"The vessel was ours, and we secured the hatches, which, headed by a lieutenant, who has received a desperate wound, they attempted repeatedly to force.

"Thus far we had been fortunate; but we had another enemy to fight: it was the element: a sudden gale, and shifted against us, impeded all the efforts we could make; but as we had made the capture, we determined, at all events, to sustain it, or to perish. We made the Dutch below surrender; put forty of them into their own irons, and stationed our men to their guns; brought the powder up, and made all the necessary arrangements to attack the other brig. But as the day broke, and without abatement of the wind, she was off, at such a distance, and in such a position, that we had no chance to reach her. In this extremity of peril we remained eight-and-forty hours. Two of the boats had broken adrift from us, and two had swamped alongside: the wind shifted again, and we made a push to extricate ourselves, but found the navigation so difficult, that it required the intense labour of three days to accomplish it. We carried the point at last, and were commended by the admiral for our perseverance.

"You will see in the gazette my letter to him: I aimed at modesty, and am a little afraid, that in pursuit of that object, I may have left material facts a little too indefinite, if not obscure.

"The *Atalante's* captain, and four others, are killed; eleven are wounded, and so dreadfully, that our surgeon thinks every one of them will die.

"To the end of my existence I shall regret the captain. He was a perfect hero; and if his crew had been like him, critical indeed would have been our peril.

"The *Atalante* is much larger than my vessel, and she mounted sixteen long twelve-pounders: we have not a single brig that is equal to that

* He thought so when he wrote, but it proved upon inquiry to be a mistake: Mr. Williams, the master, had this honour, and was proud of it. Captain Hardinge desired him to accept the sword he had used in the enterprise.

† This would make a subject for a picture.

calibre. Her intended complement was two hundred men, but she had only, as it happened, seventy-six on board.

"I expect your joy by the return of post—ever affectionately and gratefully yours,

G. P. Hardinge

"P.S. In two days after the captain's death he was buried, with all the naval honours in my power to bestow upon him. During the ceremony of his interment, the English colours disappeared, and the Dutch were hoisted in their place. All the Dutch prisoners were liberated; one of them delivered an *éloge* upon the hero they had lost, and we fired three volleys over him as he descended into the deep."

This admirable detail of the enterprise is the more necessary to be circulated, because it will correct and refute a most injurious misconception of the Dutch captain's death and character, which found its way into some of the newspapers. It was there asserted, that he answered the overture of quarter made him by Captain Hardinge, with a pistol, which he fired at his head, and that he was then killed by the sword of the person whose life he had so ungratefully endangered.

I shall now offer to superior judgments a remark or two upon the enterprise itself.

The direction of the admiral was only "*to look and report.*" It was answered by the *capture*.

It is the almost universal habit for the captain, when his boats are detached for the purpose of boarding, to remain in the ship; nor am I aware of a departure from that usage, but in the memorable and glorious capture of the *Hermione*, by Sir Edward Hamilton.* The conduct, therefore, of Captain Hardinge, in heading the enterprise, and in being the first man who boarded the enemy, at the risk of censure if he had failed, is a feature of true heroism and public spirit.

When the night, and the well-grounded expectation of an obstinate resistance by two hundred men, prepared for defence, are

* *Vide NAVAL CHRONICLE, Vol. V. page 5,*

taken into the calculation of peril, the valour of the achievement is more elevated still.

But, above all, the goodness of heart, which laments over the adversary, and makes *him* the hero, cannot be too much admired or emulated. I have seen the tear in his eye upon the subject; and the memory of it oppressed him, as if he had lost a relation or friend whom he loved.

This private letter is the best of all portraits: it was written to a bosom friend, and has drawn the living character of the heart, which glows in the pen. It gives, by relating facts or opinions, under the impression of the moment, with modesty, and in a vein of confidence, the habits and principles of the character. It proves the writer (through his modesty itself*) the English hero—intrepid, persevering, and generous. It marks at the same time those eloquent, but unaffected, powers of style, which, in *him*, were the happy effects of taste and good sense, elevated into a higher strain, by honourable sentiments, and by that “*noble way of thinking*” (to adopt the words of his friend) which inspired his character.

Before a subject of greater importance is entered on, it may not be amiss to record a peculiar incident, which tends to mark the powers of Captain Hardinge’s naval memory. In the summer of 1804, as he was dining at Ride, in the Isle of Wight, with his uncle, Sir Richard Hardinge, who had been a seaman, as an East India captain, and Mr. Hardinge, the judge, they took out their glass. The last mentioned gentleman could distinguish nothing beyond the general appearance of a ship; but Sir Richard immediately announced the approach of a man of war. Captain Hardinge, the moment that he took the glass, exclaimed, “The Ville de Paris!” Sir Richard laughed at him, and said, “In the first place, it cannot be, for that ship is not expected home; and, in the next place, if it were true, you could not be sure of it so far off.” Captain Hardinge looked again, and repeated, “The Ville de Paris.” This

* He was always upon his guard against vanity, even in the confidence of playful intercourse. In a letter to me is this excellent banter upon himself: “Pray, commend my zeal and address in manning the ship within so little time—pretty well for a modest officer! you remember what *Ranger* says to one of us: ‘There is a degree of assurance in you, modest men, that we impudent fellows never can reach.’”

produced a wager; and the first thing seen, on the return of the party home to Cowes, was a cutter, with intelligence of Admiral Cornwallis's return, *on board the Ville de Paris!*

Earl St. Vincent, that firm and affectionate patron of his *naval son*, resigned; and Viscount Melville succeeded.

Captain Hardinge, having lost the command of his war-sloop, on account of his new rank, was of course to wait for the command of some frigate, when it could be obtained for him.

One should have hoped that, after an action of such *éclat*, he would soon have been possessed of a desirable ship, and, with it, of some animated station, that would have enabled him to follow up his blow, in credit to himself, and utility to the public. But it so happened, that from this period a series of naval disappointments (I call them by no other name), clouded the short remainder of his exemplary life, till the accident arose which terminated all his hopes in this world, but with a naval enterprise which, had his life been spared, would have made him in future an habitual favourite of the executive government, in the naval branch of it. He panted in vain for an open theatre, and for "sea room," as he called it. But though he could not accomplish it, and was traversed in all his flattered hopes to obtain it, his naval character took a depth of root, which no misadventure could shake. It was confirmed in the opinion of naval men, who had opportunity of intercourse with him, and were disinterested judges of his merit; it found its way to the hearts of his brother officers, and of his crew. This reminds me of an application made by those who had served under him in the capture of the *Atalante*, and who solicited, but in vain, to follow him in every future ship or destination of the hero they admired and loved. The passive courage of his temper, and the inflexible energy of his animal spirits, enabled him to encounter, with heroism of the best kind, these goading adversities.

The first command which he obtained was that of the *Proselyte*, in August, 1804. She had been a Newcastle collier, and had been patched into the name of twenty-gun frigate, a name she ill deserved.* No other ship *could* be found (as he was told) for

* "I should like," said her commander, in a letter to a friend, "to be six feet high; and I shall reach that height, when I can repair the defects of *Madame Proselyte*."

him. So much for *the ship*: now for *the service*. He was ordered *immediately* to the West Indies, with a convoy: this injunction, with his accustomed alacrity, was obeyed in the outset, but ere he left Portsmouth, his relations interfered, and successfully, against this project for his advancement, without imputing a shadow of blame (nor is it imputed now) to the appointment either of ship or of climate. They deprecated the effect of the West Indian climate upon his very sanguine habit; and they had received a discouraging impression of the ship from naval men. Their exertions obtained his removal into another frigate, and a more acceptable scene of action.

When he was in the act of preparing this inauspicious frigate for sea, her R. H. the Princess of Wales remembered the captain of the *Terror*; again took the most generous notice of him, invited him to parties, where he met persons of high rank and of interesting characters; expressed the highest opinion of him, and more than once condescended, herself, to patronize the wishes of his friends.

He was, however, to be again devoted to misfortune. The *Valorous*, conferred upon him, January, 1805, had been described, both to himself and the Admiralty Board, as one of the best ships in the service. During his equipment of this vessel, he was honoured again with kind and gracious attentions from the same august personage, and was again most gratefully impressed by the honour shewn to him. The *Valorous* was named by his own friends to Lord Melville, who gave it him, at their instance, but with a similar impression of its value.* She was, in truth, so desperate, that, after peril of his life in the experiment, he convinced the commissioners who were to examine her, by the *ordeal* of a hard gale very near home, how incompetent she was, to any use, in that class of ships. Upon the report made by them,† she was cut down into a war-sloop.

* I remember seeing a letter from him, dated *Valorous*, in Dungeness Bay; it stated, that he had been *three days* from the Downs, beating up for that place—a day's passage in a good or tolerable ship of this class; and that he had been told, his ship was to be surveyed by two experienced officers, who were to report her qualities in a good stiff breeze; that he had no doubt of the result, and wished for the experiment.

† He wrote an account of the survey and of its result:—"Captains Lobb and Malbon have surveyed us. It's just as I wished and foretold. It blew

Let us read his own manly, temperate, and fair account of this transaction:—"I have been deceived by a false picture. They told me 'she was a Cormorant'—a ship with whose merits I had been acquainted, and was happy in the idea of commanding a vessel compared with her. But this turns out, after all, to be, at the very best, a miscalculated speculation, more whimsical than solid; for those three which had been so puffed are universally deemed by all the builders whom I have reached as perfectly unequal to the rank they are called upon to fill. They have acquired the name of *pramés*, in imitation of Buonaparte's flotilla.

"The worst of the adventure is, that I courted from description alone; but that having asked and obtained, I feel a shame at the confession that I was deceived. I impute no blame to Lord Melville."

I remember one trait of him, when he despaired of a removal from this frigate, or of serving his country with effect (as continuing to command so feeble a ship), which cannot be suppressed, because it makes a feature in the portrait of his character. "When I look at *Owen*," he said (pointing at the incomparable officer of that name), "I feel it impertinence to complain. How little is he advanced in the career of naval preferment—that noble creature, whose conduct is an example, almost unrivalled, of enterprise, ability, and perseverance! Yet I do not presume to censure the executive government; but so it is: but I take the best part of that precedent, which is, that *he* does not complain, and that his character does not feel it. He perseveres, and waits: must not I (at such a distance of inferior merit from him) do the same—*wait and persevere*?"

The captain was adrift again. The writer of this memoir happens personally to know, that a very experienced and celebrated naval officer, of high rank in the service, having accidentally seen

enough to invite the experiment. I weighed, and the *Cygnet* with me, commanded by an old friend, Macleod. We returned in a few hours to anchorage, having almost upset the ship, though our companion had more sail, who is also unable to carry much. I learnt with infinite satisfaction that it's their determination to report incapacity in stronger terms than I could venture to use, but which, officially as coming from them, will induce our superiors to shift her establishment altogether: at present she is not safe. This I knew, but would not let you know it, lest you should accuse me (as you have sometimes playfully done) of growling—a bad habit, which, if encouraged, clings to a man for his life."

this vessel at Liverpool, just after she was built, prophetically marked her doom. The Admiralty Board had been misinformed, and were misled.

Lord Melville resigned; and Lord Barham succeeded: at the instance of Earl Camden (the first cousin to his father), Captain Hardinge was honoured with an offer of the *Salsette*, a thirty-six gun frigate, which Lord Barham described as newly built, of teak wood, at Bombay, and as being ready, at all points, for the Captain's *instant* command of her, on his arrival there, equipped and manned. The history of that frigate, in the sequel of this memoir, will astonish the reader. He accepted the offer most gratefully, and sailed as a passenger on board the *Belliqueux*, Captain Byng (the same excellent officer and amiable man who had the painful duty of reporting his death). Here an opportunity occurs of marking his affectionate sentiments. He parted from a dear friend in the following words, that came from his heart:—

Belliqueux.

“ Amongst the sensations which an event like this awakens, the only painful one is, that I am to be separated from those I love, and for a period so indefinite. But no space or time can ever separate me from you.”

What a favourite he was in that ship has been attested by an officer of it, who told me, that “ when Captain Byng, who kept early hours, had retired into his bed, Captain Hardinge ‘ shifted his flag,’ as he expressed it, into the party of the lieutenants, and that he delighted them with his companionable talents,” in which few surpassed him.

At the Cape of Good Hope he volunteered his aid, and commanded the marines: “ This will detain me,” said he, “ from the *Salsette*, whom I long to embrace; but what cannot be averted must be encountered with fortitude.” Again his name found its way into the gazette.

On his arrival at Bombay, he discovered the *Salsette*, or at least a new frigate of that name (and the only one he could find), *just begun to be formed!* He repaired immediately to Madras, and presented his letters of credence to Sir Edward Pellew, who was the naval commander-in-chief. These letters were accompanied by his commission for the *Salsette*: one of the letters had been written by Earl St. Vincent, who had no power then but that of his personal influence and character. If he had really been (as he playfully

called himself) his *father*, he could not have written it with more zeal for his welfare and for his honour, which last he knew to be inseparable from the first. His admiral consoled him for the disappointment, and assured him "that it was a mistake of the name, for that instead of the Salsette, then just born, the new frigate intended for him was the Pitt, which had been called the Salsette; that she was then cruising off the Isle of France, under the command of Captain Bathurst, as her provisional captain; that she would return to Madras in a few months, and that Captain Hardinge should be then put into complete possession of her." With his pen he altered the name of Salsette into that of the Pitt; he offered him, in the mean time, an immediate command of the St. Fiorenzo, a very admired frigate in her day, but superannuated and crippled. When Captain Bathurst returned, he induced the admiral to continue *him* in the command, and leave Captain Hardinge in the other frigate. After some *unprofitable* cruises (in all senses of the term), and after one of them, in particular, which in a gale endangered his life, she was ordered in to repair, and the captain was, of course, to sit with his hands before him. He had frequent promises of active employment, but remained captain of that crazy vessel (dangerous when attempted in service, or asleep when laid up), and without hopes of seeing (to use his own figure) "*one enemy's face*." He had begun a very animated letter in the course of last year, with transports of joy, under the impression that he was in actual chase of la Piedmontaise, which had been the terror of the Indian sea, and, though speaking with modesty of himself, expressed a zealous hope to rescue the settlement from so mischievous a neighbour, by the help of his crew, whom he described, as if he loved every one of them to his heart, and as if they were his children. But she outsailed him, and escaped.

What, in the mean time, is become of the Pitt? I told the reader that he would be *astonished* at the history of the Salsette, and I will now redeem that pledge—I'll keep my word.

The Pitt has resumed the name of the Salsette, and in that very name has enabled her captain (a very deserving and gallant officer) to obtain valuable prizes in the Baltic. One of them will be found in a gazette not a fortnight prior to that which notifies the death of her *intended* commander, Captain Hardinge!

The admiral has made an excursion from this settlement. It has terminated in his performance of an important service, by the destruction of all that remained of the Dutch navy in the east. He took with him frigates; but the *St. Fiorenzo* was not one of them. Here, as upon the subject of other and similar incidents, I attribute no blame to the conduct of naval superiors; but relate facts, relate them as incidents, and lament the fatality of them.

When the *St. Fiorenzo* had been repaired at Bombay, in October, 1807, that is, had been rendered, as her captain expresses it, "*barely effective, but not eligible, and rather safe than sound,*" the admiral (with all his efficient naval force) having left that part of the east, Captain Hardinge, as the senior officer then at Bombay, was offered, in the December following, the advantage of carrying treasure to Bengal. Though he had not made one capture, since he took the *Atalante*, in March, 1804, and though he had incurred heavy expenses in his baffled course to the east, he would have rejected this offer, if the admiral could then have substituted an arrangement more congenial to his naval spirit (for, except as the means of being generous to others, he had a contempt for the purse). But under the existing circumstances he accepted the offer, and was to receive, as I understood, a thousand guineas for the carriage, or (to use the naval term) freightage of this treasure. It was in the performance of that humble task that we find him at Port de Galle, in February, 1808.

In his letter from thence (almost the very last that came from his pen) bearing date February 8, 1808, he despairs of enterprise, and is returning to Bombay. He was ill prepared for a conflict, except in the resources of his own personal heroism, assisted and sustained by that of his crew, who loved *him* as *he* loved *them*. They were few, and sickly; one of the lieutenants had been left behind them in a very alarming state of health. A letter from him, dated from Cheltenham, will appear, and will supersede all praise of the officer by whom it was written. It will prove how his captain was beloved.

The writer of this memoir, not being a naval officer, is unequal to the task of describing the action with the *Piedmontaise*, as far as the details of it have reached him. But he appeals to the illustrious patron of Capt. H. for its renown, and will close the memoir with a copy of his letter upon the subject, which reflects no less honour

upon him (veteran as he is in fame) than upon his departed friend, and is a living portrait of his own generous mind.* This we know, that a *thirty-eight gun* frigate, superannuated, and mustering a *hundred and eighty-six* men, chiefly invalids, fought three actions with a *fifty-gun†* frigate, mustering *three hundred and sixty-six* men, besides *two hundred Lascars* to work the sails, overcame, and captured her—by the irresistible effect of persevering enterprise and valour.

Captain Hardinge considered these latter years of his life as thrown away and lost. He appears to have utterly despaired of additional honours in the service he loved. But he was never dispirited, and his fertile mind could not sleep, as long as it commanded resources within itself. He again, as in the Mediterranean, studied customs, manners, and characters. His letters are acute, as well as entertaining; full of spirit and wit, but shrewd in sagacity of comment, and sometimes (but playfully) a little satirical. He describes in one of them, better than I ever saw it painted, the suicide of an eastern widow, but with inferences from it, above all praise, of a better kind, for pathetic eloquence, and beautiful sentiments of humanity.

There is no chance of describing, in terms equal to its value and spirit, his love to his relations and friends. That he despised wealth, as the means of selfish enjoyment, has been already intimated; but the writer is proud of the occasion to lay before the reader two features of his liberal character, both as they mark his love to his own family, and as they point at the character of that interest which he destined for all present or future acquisitions to his fortune:—He had scarcely accepted the offer at Bombay, before he directed a hundred and fifty guineas to be expended in the portrait of his eldest uncle. He told Captain Maitland (the accomplished and gallant son of the Earl of Lauderdale), his bosom friend, that “he determined, after payment of his debts, to appropriate any overplus, for the purchase of a majority, and

* The official annunciation of the capture of the *Piedmontaise*, and the death of Captain Hardinge, will be found at page 156 of this volume. Two detailed accounts also are given at pages 145 and 146.

† These were long *eighteen-pounders*, to which must be added *thirty-six pound carronades* on her quarter-deck.

forward the gift of it, by him, to his next brother, Henry," now a captain of the 57th upon the staff in Portugal, and wounded in the second of the battles there ; a very accomplished and promising officer.

Nothing has yet been said upon the topic of religion. But the writer of this memoir, who loves the sea, and is proud (as an Englishman) of all its numerous heroes, wishes to impress upon his reader the fact, that Captain Hardinge, a naval hero, and as brave a man as ever lived, has never been surpassed in humanity, and was a firm christian.

In 1799 I was much in habits with him, and they were habits of confidence : one day, I challenged him, accidentally, into an argument in support of christianity, as the reporter of some topics which I had recently heard, in opposition to it, from one of those who are called *free-thinkers* ; and which, though I hold them as cheap as dirt, I coloured as plausibly as I could, in order to give them fair play, and by way of experiment upon his christian faith. I was charmed with his reply : it was humble and modest, but contained many original topics of reasoning, in support of the New Testament, which no divine or scholar would have disowned.

Of his modest humility I cannot here suppress a very interesting feature, which has recently come to my knowledge. Captain Maitland, who had heard of the fame which his friend acquired in the capture of the *Atalante*, attempted in vain to learn the details of that enterprise *from him*. He was inflexible to those affectionate importunities, and parried all questions upon it, by the order of the day. That incident, which has been related in some of the papers respecting his concealment of the part which he personally took in the same enterprise, from Admiral Rowley, is a fact ; and it may here be added, that I never saw the letter which he received from Captain Tyler, soon after his return, in 1804. It was an *éloge* upon him, the most affectionate that was ever penned ; and this very circumstance accounts to me for my ignorance of the fact, that any such letter had been received.*

But his ruling passion, subordinate even to his valour and public spirit, was humanity. Amongst a thousand other traits of it,

* From that amiable, able, and spirited officer I have received a letter, which, for modesty, goodness of heart, and generous affections, gracefully expressed, is above all praise of mine.

I recollect, that he took infinite pains with a memorial, which had been written by himself, to recommend an officer of artillery, who had assisted him on board the *Terror*, off Granville, in 1803.

The honours paid him by General Maitland are too interesting, and much too noble to be withheld from this report of naval heroism ;—they shall open the documents annexed :

Copy of the letter which the uncle of the late Captain Hardinge received in August, 1808, from the Honourable Lieutenant-general Maitland, governor, &c. of Ceylon.

“ SIR,

“ After the heavy loss you have suffered, in the honourable and glorious death of your nephew, killed at the end of an action which places him second to none who have died in the defence of their country, it may be some consolation, though a melancholy one, to know, that his death was no less immediate than his gallantry and the advantage accruing from it were brilliant and signal.

“ The Piedmontaise had eluded the vigilance of all other naval officers ; till, fortunately for Britain, but unfortunately for you, he fell in with your nephew. Enclosed I have the honour to forward you a copy of an order which I felt it a duty, as a public man, to issue upon the first arrival of the intelligence. I have the honour, &c. “ T. MAITLAND.”

Copy of the Orders enclosed in Lieutenant-general Maitland's Letter.

(GENERAL ORDERS).

“ Galle, Head Quarters, 13th March, 1808.

“ Lieutenant-general Maitland feels it a duty which he owes to his sovereign and his country, to mark, in the strongest terms, the advantage which may arise to the particular branch of his majesty's service in which he is engaged, by drawing their attention to the benefits accruing from gallantry and perseverance in other departments of the public service.

“ He is the more called upon to mark it, from a circumstance which has just come to his knowledge. The *St. Fiorenzo*, after an action, second to none in the splendid annals of *British* valour, and marked with a degree of perseverance which has rarely occurred, has towed into the roads of Colombo (the capital of this island) the *Piedmontaise*, of greatly superior force in guns and men, and which had escaped from the vigilance of his majesty's navy in this part of the world.

“ He has no doubt that every surviving individual engaged in this action will be requited with marks of royal munificence and liberality, such as have been displayed upon similar occasions, by his royal master, and by the British nation.

“ In the mean time, he feels it his duty, as representing his sovereign in this island, to direct that, at four o'clock to-morrow evening, the flag at

the flag-staff of this fort be hoisted half flag-staff high, and that minute guns be fired agreeable to the number of years Captain Hardinge had so honourably lived, when most unfortunately for his friends and for his country his career was cut off.

"These orders will be read at the head of the troops, and similar honours to the memory of Captain Hardinge will be paid in every fort of this island."

I promised a letter from the Bishop of Landaff.

(COPY).

MY DEAR SIR,

Galgarth Park, 24th August, 1808.

"What can I say to you upon this heart-breaking event? nothing which has not struck your own mind: yet I must beg you to believe that I sympathize with you—for sympathy like this, be it ever so fruitless, in lessening grief, is joy itself, compared with neglect.

"When Lord Robert Manners was killed, the king said to the Duke of Rutland, that 'he had rather have lost three of his best ships;' and surely, in perfect justice, he cannot estimate the loss of Captain Hardinge at a less price,

Yours faithfully,

"R. LANDAFF."

An extract from the letter of a lieutenant in the St. Fiorenzo shall here be inserted.

(COPY).

Cheltenham, Sept. 9, 1808.

"This admired and gallant officer is most universally regretted by all that knew him, and by us (of his profession) the most, because we knew him the best.

"He conducted himself in the kindest manner to me ever since he took the command of the ship; and when I left her at Port de Galle, on account of a severe indisposition, such expressions of zeal for my welfare and of personal attachment I experienced from this best of men, as I never shall experience again, or ever had experienced from others.

"Never in this world has any man been so regretted as the good and brave Captain Hardinge. I am, &c. "EDWARD COLLIER."

The lady to whom I alluded as having been very ill when he ran up stairs with his little shoes in his hand, saw much of him on his first return from sea; and, since we lost him, she has beautifully touched his character,

(COPY).

"To his country he is a loss not easily repaired—it is irreparable to his friends. That he gave up his life in the bed of honour, should alleviate our distress; but that his courage, his abilities, and his laurels are the *least* reasons for our pride in him, is greater satisfaction still.

"The goodness of his heart, the engaging sweetness of his manners, the uniform and strict propriety of his conduct and sentiments endeared him

to all who ever knew him, and will receive their due recompense from *the Giver of all victory—the Judge of all men.*"

(COPY).

"MY DEAR SIR,

Rochetts, 3d Sept. 1808.

"I participate sincerely in your grief and regret for the loss of your gallant young friend and mine, who has left us in the midst of his glorious career.

"I consider the enterprise and conflict in which he fell, taking in all the circumstances of it, as the most eminently distinguished that our naval annals can boast, and I read a short account of the departed hero in yesterday's *Courier*, with a melancholy sense of pleasure.

"It can truly be said of him, that he died as he lived—an ornament to his country, and an honour to those who bear his name.

"I cannot abstain from a tear over him—a weakness (for such it is) which I am not ashamed of confessing to you, whose feelings resemble those of your affectionate

St Vincent

I cannot refuse to the public, or to my own feelings, an extract from a letter of Admiral Tyler to me. It is in these words :

"His latter conduct has placed him amongst the greatest heroes of this country; and I hope to see his monument in St. Paul's, where the great and glorious Lord Nelson lies; a fit and proper companion for our lamented hero's name and memory.

(Signed)

"CHARLES TYLER."

Peace to the soul of the hero! and blessing to his departed spirit!—Fame and affection to his memory upon earth!

HERALDIC PARTICULARS.

In the tour which Captain Hardinge took, in 1802, with his relation, they visited Melbourne church, in Derbyshire, and there, in a separate chancel or chapel called the Hardinge chancel, they saw monuments of their ancestors. In the same chancel, and in a recess, they noticed a very ancient figure of a knight with a shield upon his arm, and that shield giving the coat now borne by the Hardinges, except that it placed the escalop-shells *in the field*,

not upon the cheveron. The captain, who had always laughed at the heralds, entered (with his accustomed humour) into the discussion of this problem, insisting that he was descended from the knight, whom he called Sir Hildebrand, and reprobatng the degeneracy of the modern Hardinges, who had stolen their shells from the *field*, and had placed them upon the cheveron.

Being in town upon business, he called, at my request, upon a herald whom I personally knew: the result of their conference will best appear in the following letter, which not only illustrates the pedigree, but gives to the public a little of that playful spirit which made the writer such a favourite in the circle of his relations and friends.

“ MY DEAR FRIEND,

“ I am in despair upon Sir Hildebrand, whom ***** will not receive as my ancestor; but he thinks, from old papers which he has lately found belonging to our family, that he can trace us back to Edward III!

“ I saw the petition of Gideon Hardinge (and his brother), in which he states that ‘ Sir Robert Hardinge, at the Derby visitation, disputed with Dugdale upon the fees, and, therefore, nothing was done.’ The petition prayed that ‘ their coat, which this (penurious) ancestor of mine, and those before him had worn for a hundred years, might be registered.’ The petition was granted, but a condition was annexed, ‘ that our cheveron and scalop-shells were to be also borne upon the mitre, to distinguish us from the Fitzhardings:’ why such a distinction should be forced upon us, to do the Fitzhardings honour at our cost, I despair to guess, unless power means right upon St. Bennet’s-hill. He thinks our coat engrafted upon the Melbourns; yet he says they were extinct in the reign of Henry VII. and it is evident from the petition of Gideon, that his cheveron had three scalops upon it, whereas, my Sir Hildebrand, in Melbourne church, has them upon the field.

“ In short, the noble science of the herald admits of so much latitude, that I think a *ducal fee* would enable me to quarter a *ducal bearing*. I hinted (with proper delicacy, and with softening colours) this idea to ***** , who assured me, with alarming solemnity, that if the uncharitable world may have given them credit for such perversions, *his* conscience would not allow him to give any man a coat of arms to which he had not a just claim. He added, that his predecessor, Dugdale, was a liberal man, whom pecuniary circumstances would never have influenced; yet the fact stated by Gideon (and which does not seem to be disputed by the college) has an awkward appearance. I asked him what it would cost my uncles to examine the records in the Tower, so as to be carried back as far as Edward; he said, with infinite gravity, ‘ A mere trifle: 100l. at the most.’ Herald as he is up to the chin, I am very much pleased with him. He is intelligent, well-bred, and liberal.

I am affectionately yours,

“ G. N. HARDINGE.”

Captain Hardinge is lineally descended from Sir Robert Hardinge, Knt. of King's-Newton, in the parish of Melbourne, and county of Derby. His family had been seated as early as the 20th year of Henry VII. He was a chief justice in Eyre, and recorder of Newark: his ancestors had been of Melbourne for upwards of a century. He was of great use to Charles I. in his war against the rebels. He married the sister and heiress of Sir Robert Sprignell, Bart. who died young, and of whom Sir Peter Lely, his personal friend, has painted the portrait, which is perhaps the best picture of his hand: it is preserved in the family, and much admired; it presents a beautiful, though serious countenance. He was an accomplished youth, fond of learning, and a very deep scholar.

His son, Robert Hardinge, Esq. was the father of Nicholas Hardinge, Esq. of Canbury House, near Kingston-upon-Thames, lord of the manor of Canbury, and rector of the parishes of Kingston, Richmond, Kew, Petersham, Thames Ditton, and Moulsey.

Nicholas Hardinge, Esq. was the father of Nicholas, the second of that name in the modern race. He died without issue male, and left the Kingston estates to his first cousin, the late Nicholas Hardinge, Esq. eldest son of his father's younger brother, Gideon, vicar of Kingston, &c. by his brother's gift.

Gideon had two sons and a daughter; Nicholas, the eldest, was first clerk to the House of Commons, and joint secretary of the Treasury: he died in 1758. Caleb Hardinge, M.D. was the youngest. Mary, the daughter, married the late Sir John Stracey, Knt. recorder of London. Nicholas Hardinge married, in 1738, Jane Pratt, who was daughter of the late Sir John Pratt, chief justice of the King's Bench, and sister to the late Earl Camden. By her, who died upon the 17th of May, 1807, he had a numerous issue. The surviving sons are George, Henry, and Richard: George is the eldest; Henry, the next brother, was Captain Hardinge's father. He has the rectory of Stanhope, the richest preferment of that class in the kingdom. Richard, the youngest, was created a baronet, 4th August, 1801.

ARMS.—Gules on a chevron, argent, fimbriated or, three escalops, sable.

CREST.—On a wreath of the colours, a mitre gules, garnished or, thereon a like chevron charged and fimbriated as aforesaid.

The Editor cannot forbear to express the hope, that some addition to these family-arms may be conferred, so as to perpetuate the memory of this able and gallant officer, though he has left no descendants of his own.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURSITE VASTO.

SHORT ACCOUNT OF THE LATE CAPTAIN SHIPLEY.*

CAPTAIN CONWAY SHIPLEY was the second surviving son of the Rev. W. D. Shipley, Dean of St. Asaph. He entered into the naval profession at a very tender age, in the year 1793, under the protection of the Hon. T. Pakenham, in the *Invincible*, of 74 guns, and displayed (in that ship, during the ever-memorable action of the 1st of June, 1794) traits of courage rarely to be met with. He served the remainder of his time as midshipman, with Sir R. Barlow, in the *Phoebe* frigate, and was made lieutenant in 1800. He was made a post captain in 1804, by Sir Samuel Hood, at Surinam; his commission, however, was dated previously in England, as a reward for his gallantry in the capture of *l'Egyptienne* French frigate privateer, of 36 guns, Captain Shipley then commanding the *Hippomenes*, of 18.† The privateer had some days previously been engaged by the *Osprey* sloop, commanded by the late Captain George Younghusband, and in consequence made but a faint resistance: that did not lessen the credit due to Captain Shipley, who, in a corvette with only 93 men, 36 of whom were foreigners, attacked a frigate with a complement not far short of 300 men. But his letter upon the subject to Sir S. Hood, will ever be preserved as a memento of modest merit: without attaching the least praise to himself, he delineated the heroism of Captain Younghusband and his crew in such colours as must have drawn admiration from every peruser. Upon Sir Samuel Hood being appointed commodore of a squadron, in the winter of 1806, he applied for Captain Shipley's vessel, the *Comus*, of 20 guns, to accompany him. A stronger proof of the esteem which that gallant officer held the deceased in could not be adduced, the *Comus* being far from a desirable ship for such an expedition.

Captain Conway Shipley was a native of Flintshire, in North Wales; in the 26th year of his age, tall and graceful in his person,

* Some particulars of the unfortunate death of this gallant officer, in attempting to cut out a corvette from under the fort of Belem, at Lisbon, will be found at page 440.

† *Vide* NAVAL CHRONICLE, Vol. XII. page 72.

firm in his attachments, an invaluable friend, and most engaging in his manners. Perhaps there never existed an individual who more eminently possessed the power of inspiring all whom he commanded with sentiments similar to his own; what those sentiments were, his life, short, alas! as it was, and his glorious fall, have revealed.*

ANECDOTES OF THE RUSSIAN ADMIRAL, RIBAS.

JOSEPH RIBAS, a Neapolitan, of Spanish extraction, possessed in a supreme degree all the vices of his countrymen, without any of their good qualities. Singing, dancing, drinking, versed in various languages, and full of buffoonery, he was admitted into all the bacchanalian orgies; never was a man more supple, wary, jesuitical, vile, crafty, and hypocritical. Being banished from some of the states of Italy on account of his mal-practices, he took refuge at Leghorn, at the time the famous Orlow commanded the Russian fleet. Orlow found Ribas a useful instrument in the infamous plot he had meditated of carrying off the unfortunate daughter of the Empress Elizabeth. After this scandalous exploit, Ribas considering he had rendered an essential service to Russia, went to Petersburg with a recommendation from Orlow. He was first placed in a corps of land cadets. In that situation he contrived to gain the confidence of old Betxhoi, who was at that time director-general of the corps, and in great repute for his plan of public instruction. Betxhoi even gave him his daughter in marriage, the famous Natolie Sakalow, maid of honour to Catherine, and known by her correspondence with the learned Jameroy Duval. The empress, by the solicitations of Betxhoi, afterwards confided to Ribas the son whom she had by Gregory Orlow, Bobrinsky, who accompanied him on his travels, and to whom Ribas communicated all his vices: on his return he was promoted to the rank of colonel of carabinieri. Prince Potemkin, who made him subservient to every purpose, finished by making Ribas an admiral, and gave him the command of a flotilla destined for the siege of Kilia and Ismail. Being an officer of very moderate abilities, and a very bad seaman, Ribas made his impudence serve instead of talents, and was always ready to appropriate the merit and labours of others. Achmatow and the chevalier Lombard fell

* If any of the friends of Captain Shipley can furnish us with a portrait, and the detailed particulars of his life, they will be highly acceptable.

sacrifices to his base jealousy. Their experience and valour offending his ignorance and cowardice, he denounced them; the first lost his post, and the other poisoned himself in despair. At the siege of Ismail, in 1790, Ribas hid himself among the rushes on the Danube, and did not appear again till the danger was over, when he seized the major part of the plunder made by his sailors, which was very near causing a mutiny among them. At the peace he was appointed inspector of the works carrying on at Odessa and other ports of the Black Sea, which furnished him with ample means of gratifying his cupidity.

When he was made admiral, he and the romantic Prince of Nassau Siegen presented themselves, one day, in the hall of the Grand Duke Paul, in a new naval uniform, unknown to Paul, who, though he bore the title of grand admiral, was never permitted to meddle with naval affairs. The grand duke pretended not to know them, and obliged them to give him their names and rank. "Ha, ha," said he, sneering, "I did not recollect you; but what uniform is that?"—"A marine corps that has just been formed, your royal highness."—"Oh! that is not possible! never let me see you in that dress again; and recollect that I am grand admiral of the empire."

The two admirals complained to the empress, and stated the grand duke's prohibition. She ordered them to present themselves again on the morrow before her son, in the same uniform, and to tell him, that it was by her express commands. The prince was obliged to submit to the humiliation, as well as to other mortifications, which embittered his days, and at last changed his character entirely.

This scene Paul did not forget. He had scarcely ascended the throne when Ribas lost his command. He lived a long time in disgrace, but his wife was the intimate friend of Mademoiselle Nelidow, the emperor's mistress; the latter brought him forward again into public, where he has played a celebrated part.

TRAVELS IN THE INTERIOR OF AMERICA.

THE government of the United States continues to adopt measures for ascertaining the value and extent of the regions it has acquired by treaty and purchase, beyond the Mississippi. For this purpose, Captain Pike, after his return from the voyage to the sources of that river, was despatched by the president on another expedition of discovery. He was attended by a military escort of twenty-two men, and by the intelligent and enterprising Dr.

Robertson. of St. Louis, who accompanied him as a volunteer in July. 1806. The adventurers proceeded up the Missouri to the Osage river, and pursued their course along it until they arrived at the towns of that nation. They then undertook to interfere as peace-makers between the Osages and their neighbours, the Kansas tribe, between whom an exterminating war had for a considerable time been carried on. Having succeeded in this, Captain Pike proceeded with his party from the banks of the Kansas river, where the accommodation was effected across the country to the river Arkansa. On arriving at this great stream, the party divided, and while one section of them, commanded by Lieutenant Wilkinson, descended to explore it to its junction with the Mississippi, Captain Pike himself, with the other division, ascended towards its source. From the great falls where it descends from the mountains, he made an excursion towards the source of the river Plate, and returned to another branch of the Arkansa. This being accomplished, he travelled in a west-south-westerly direction, with expectation of finding the upper part of Red river, and of following it downward to Nachitoches, and the junction with the Washita, which Mr. Dunbar had been engaged in exploring. But in this he failed. The Red river had been described as originating in the high mountains whence the other great waters of Louisiana proceeded, and running a thousand miles and more from N.W. towards S.E. On the supposition that the common opinion was correct, Captain Pike kept so far to the westward, with the intention of striking it nearer its course, that he missed it altogether, the head of the Red river not being so high, nor its course so long, by a great difference, as popular rumour had represented. Pursuing his journey, however, he fell in with a river, which, for some time, he supposed to be the Red. Near it he fortified himself, and hoisted the flag of his nation. He had not, however, been many days in his encampment, before he was surprised at the sight of two hundred Spanish cavalry, from whose officers he first learned that he had penetrated far within the acknowledged territory of Spain, and was really residing on the margin of the Bravo, or the Rio del Norte. This river, from its source in the mountains to its termination in the bay of Spirito Santo, is supposed to run a length of twenty-five hundred miles. After a parley and explanation, Captain Pike ordered his colours to be struck, and consented to accompany the escort of the most catholic king to Santa Fe, the seat of his government in the province. Here further discussion took place, the governor contended that Captain

Pike was a spy; and that the clandestine manner of entering his territory, and the furry clothing, instead of regimental uniforms, with which he and his men were covered, were evident proofs of their sinister designs. To this it was replied, that his errand was lawful, and authorized by his government; that his instructions were to explore Louisiana, a country ceded to the United States by treaty, and that his appearance in Mexico arose wholly from the mistake of travelling farther to the northward than the sources of the Red river, and of mistaking for it the Bravo. The difference at length having been explained and accommodated, Captain Pike and his men were permitted to proceed homeward. This was performed by passing down the Bravo about six hundred miles, and thence traversing the Spanish province and governments, in an easterly direction, until they arrived at the port of Natchitoches, on the Red river, in July, 1807. The general idea given of these vast regions, is that of the most dismal barrenness. Their aspect is inhospitable and uninviting in the extreme. For many a day's journey in succession there is not a tree, and scarcely a shrub, to relieve the dreariness of the scene: waste and sandy deserts occupy the principal spaces between the great rivers; and these extensive and level regions are in many places so impregnated with salt, that the streams are sometimes too briny to be drunk, and the water even capable of being evaporated for the purpose of obtaining that article. The wilderness of Louisiana has thus a near resemblance to the deserts of Arabia, the plains of Tartary, and the Zaaara of Numidia; and by its savageness and expanse, it will be capable of forming a wide and lasting barrier between the United States and their neighbours to the west and south. This nakedness of the country does not appear to be the consequence of fires in the woods changing the forests to savannahs, but of the natural sterility of the soil, owing, in many spots, to its impregnation with salt, producing only a coarse and scattered grass, that serves to feed the herds of bisons roaming over these dreary tracts. From the scarcity of wood, it was sometimes necessary to collect the dung of these animals for fuel. Lieutenant Wilkinson found the distance from the place on the Arkansa, where he separated from Captain Pike, to be about fifteen hundred miles from the point of junction with the Mississippi.

LIEUTENANT LEACH, OF HIS MAJESTY'S SCHOONER MILLBROOK.

THE British consul and factory of Oporto have presented Lieutenant Leach, commanding his majesty's schooner Millbrook,

with a piece of plate value fifty pounds, as a token of gratitude, for the effectual protection he afforded their trade in general, during the time he was stationed off Oporto bar, and of the high sense they have of his professional merit. Copies of which resolution have been sent to the Admiralty, by his majesty's consul. In addition to this testimony, the masters of the merchant vessels trading to Oporto have returned their public thanks to Lieutenant Leach, in a very handsome letter written to the underwriters at Lloyd's. The ship's company of the Millbrook have also requested Lieutenant Leach's acceptance of a sword, value 50 guineas.

ANOTHER FEMALE SAILOR.

A YOUNG woman, who called herself Rebecca Ann Johnson, was lately brought before the lord mayor, dressed in sailor's clothes, she having been found in the streets the night before in a distressed and weak condition. She admitted that she was a female, and had been apprenticed by her father-in-law, at Whitby, to a ship in the coal trade, called the *May Flower*, John Read, master; that she had served four years out of the seven without her sex having been discovered; that she was bound when she was thirteen; that her father-in-law had likewise bound her mother to the sea, who was killed at the late bombardment of Copenhagen. A Mrs. Lesley, who keeps the Bull public house, in Half Moon Alley, Bishopsgate-street, stated, that she was found near her house in a very exhausted state: she confessed that she had run away from the ship she was apprenticed to, and had not eaten or drunk any thing the whole day; that some humane men took compassion upon her, thinking she was a poor sailor boy, and brought her to their house, where they gave her some nourishment. From her weak state, they suspected her sex, which she acknowledged, and said that her ship was at Woolwich, and that the mate of the ship had chastised her for not getting up. The lord mayor ordered her to be provided with female attire, and to be taken care of, till she could be sent to her parish.

HORRIBLE CRUELTY.

(From the *Madras Gazette* of 20th July, 1805.)

It is with the deepest regret that we have to announce the murder of Captain Johnstone, of the ship *Perseverance*, together with his officers and crew, and the destruction of that ship, by the *Mannilla* men who were part of her crew. The circumstances of this horrid transaction are as follow;—

The *Perseverance* sailed from Penang on the 19th of April, bound to Pegue, in company with two other ships and his majesty's brig *Albatross*, and three days afterwards parted company; on the night of this day, between 10 and 11 o'clock, the gunner, a Manilla-man, and four Manilla Seacunnies, went on deck, and knocked down and murdered Mr. Baker, the chief mate: they then proceeded to the cabin of Mr. Mathewson, the 2d officer, whom they also murdered.

Captain Johnstone, awakened by the noise, came to the cuddy-door, armed with a hanger, at the moment the villains were about to enter; he wounded one of them slightly, but was quickly overpowered and disarmed; he then came on the quarter-deck, begging for mercy.—Alas! mercy was unknown to such vile wretches: the gunner, indeed, promised to spare him, but at the same instant, one of the ruffians came behind him, and with some weapon struck him on the back of the head: he fell, when another, with a hatchet, severed his head from his body.

An Armenian passenger now came on deck, whom the villains instantly murdered; they then went below, and murdered Mr. Gorey, the 3d officer, and Mr. Palmer, a gentleman of Calcutta, passenger for Pegue.

The murderers then directed the Lascars to remain quiet, and go down into the hold, an order which these poor men readily obeyed. The only person whose life was at this time spared, was an Armenian gentleman, named Gregory Joahnes, from whose narrative this brief extract is taken.

The villains now proceeded to plunder, breaking open Captain Johnstone's trunks, where they found nearly 1,000 dollars, and about 700 dollars, belonging to the officers and passengers.

They then hoisted out the yawl, putting into it the money and many valuable articles, and ordered into her the only persons they chose to save, viz. Mr. Joahnes, the old Serang, Captain Johnstone's butler, a Malay girl, and two Lascars; when, to complete these horrible transactions, they set fire to the ship, and abandoned her, leaving the wretched Lascars, who were confined in the hold, to perish in the flames. Mr. Joahnes adds, that he saw the ship all in flames, and the following morning she had disappeared!

The yawl proceeded for the nearest land, which was supposed to be Brothers Island, or Pulo Lancavy, and reached it in three days. Here Mr. Joahnes escaped, by hiding himself in the jungle, and after suffering great hunger and distress, got a passage in a fishing prow to Quedah. The King of Quedah received him with

great kindness and humanity, and finally sent him to Penang, where he arrived on the 27th of May.

Letters from Penang, of the 24th of June, state, that two of the murderers, the gunner and one of the Seacunnies, had been apprehended at Malacca, where they were in close confinement, and would be sent to Penang. May the sanguinary villains meet with the punishment they deserve, and may this too horrid detail be the means of preventing a Manilla-man ever being, in future, received as part of the crew of a British vessel!

ROYAL NAVAL HOSPITAL, STONEHOUSE.

The establishment of the Royal Naval Hospital at Stonehouse, as settled by his majesty in council on the 14th of September, 1808, and which took place on the 1st of October, is as follows:—

		<i>Salary per Ann.</i>		
Governor	Captain Richard Creyke	£800	0	0
Lieutenants	{ John Simpson	200	0	0
	{ Henry H. Searle	200	0	0
	{ Obadiah Newell	200	0	0
Physicians	{ Archd. Thompson	785	0	0
	{ Isaac Wilson	600	0	0
Surgeons	{ Stephen Love Hammick	500	0	0
	{ John Dulhunty	500	0	0
Agent	Richard Beadek	350	0	0
Steward	John Kent	350	0	0
Dispenser	Stephen Hammick	300	0	0
Chaplain	Rev. George Jope	300	0	0
Gov. clerk	Draper Windsor, junior	150	0	0
	10s. 6d. a week lodging money.			
Agent's clerks	{ Wm. F. Wilcock, apartments, coals, and candles	150	0	0
	{ Benjamin Durham	117	7	6
	{ Abel May	97	7	6
Steward's clerks	{ John Baylis, apartments, coals, and candles	150	0	0
	{ John Millman	117	7	6
Matrons	{ Mary Bevans	30	0	0
	{ Ann Briett	30	0	0
	{ Jane Selby	20	0	0
Porters	{ Draper Windsor	40	0	0
	{ William Arthur	40	0	0
Butler	George J. Barker	35	0	0
Overseer of Labourers	{ John Earnshawe	35	0	0
Cook	Thomas Selby	25	0	0

*The last mentioned eight have residence in the hospital,
with provisions, coals, and candles.*

Plumber	William Dart	46	0	0
Barber	James Shopland	45	0	0
Butcher	James Millman	25	0	0
	and provisions.			

CORRESPONDENCE.

PRESENT MANAGEMENT AND DISCIPLINE OF THE NAVY.

LETTER IX.

SIR,

I AM of opinion, Mr. Editor, that in the strictest trammels of naval discipline, something should appear to shew that it is the discipline of a free, and not an enslaved people. When we assemble the lower classes of Britons, to animate them to any peculiar exertion, we urge the plea of *liberty and old England* as the highest stimulus. That the love of old England should be ardent, it is therefore necessary that the blessing of liberty should be *felt* by every individual who boasts of it in his country. By the discarding the rattle from the hands of the boatswain and his mates (and I remember, Mr. Editor, when it was also part of the paraphernalia of the officer of the watch and master's mates), a very great point was gained; and now that the lower orders on board ship are freed from the disgrace of blows inflicted by a fellow-man from the impulse of ignorance, tyranny, or passion, care should be taken at all times, when corporal punishment is necessary, to explain the act of parliament under which it is inflicted; and also to explain, that an act of parliament is the expressed will of the nation, by means of the three great powers which legislate for and govern it. I am aware, Mr. Editor, that, like their fellow-subjects on shore, the sons of the ocean are of opinion that divers and sundry of those who are called the representatives of the people are by no means such, but really named by persons of a very highly privileged order; yet the very name of representatives of the people is very dear to all incorrupt British hearts, which beat with extreme anxiety for that modification which would make it more than nominal; which would prevent the rapidly declining comforts, and as rapidly approaching poverty of the lower and middle classes, from the unbounded profusion of public expenditure, of places, and of pensions; and which has been held up to our view to inspire us with hopes, and as rapidly withdrawn, with the most cruel mockery of those hopes. I, however, beg pardon for this digression into the region of politics; but really, when I was thinking of fighting for liberty and old England, the true nature of liberty very naturally occurred.

In case of corporal punishment therefore, it should be made appear as clear as possible, that it is inflicted by the general order,

for the public good, and that whenever that public good admits of it, the individual into whose hand the execution of the law is committed, is ever inclined to mitigate or pardon. We should take off as much as possible from the idea, that a fault committed by an individual has no consequence but with respect to the officer or ship under whom or on board which it may have been committed. It should be taught, that the laws are made by the general consent of the nation for its safety and welfare, and that a breach of the law is an injury to that safety and welfare. It is by such means as these, and by applying on all proper occasions to the reasoning faculties of the lower classes, that we shall raise their moral characters, and give them the proper pride of maintaining them unsullied. By cultivating these considerations, which make men gratified by the reflection, that they are the subjects of a free and mixed government, and not the slaves of despotism, they will soon become worthy of being entrusted with more of that personal liberty, from which I have before expressed my hopes that good effects may be produced. Certainly, to make liberty more truly valuable, a just estimate must be formed of it, that its use instead of its abuse may be practised. A great mass of light has broke in upon the present generation; its bright glow has unfortunately been sullied by the dark tinge of licentiousness, but now our eyes enjoy its light the more steadily, from having seen it through the medium which for a while obscured it.

From the educations which have been bestowed, the excellent books which have been published to extract or counteract the poison of others, we may truly say that man in this country is of a much more respectable stamp of character than thirty or forty years since, and he should be treated accordingly. All ultimately great ends must be attained by approximation. When I see our seamen and marines spread a clean though coarse cloth over their table, with plates, knives, forks, &c. to render their meals comfortable, and reflect upon the little time elapsed since a wooden bowl upon a chest held the dinner, and the fingers, the pocket knife, and a few wooden spoons, formed the whole of the utensils, I augur much more important consequences than their merely eating the meal with more decency and comfort: I conceive that men, gradually proceeding to value more and more these decencies of life, will avoid by degrees the contrary vices and follies, which would deprive them of the means of enjoying them; that the possession of more sorts of property of their own, will teach them to respect that of others, and many moral excellences may be ex-

ected to arise as the natural fruits of the cultivated decencies of life. To those valuable and excellent officers who have so strenuously encouraged these improvements, and the between-decks of whose ships at meal times formed some of the most gratifying sights I ever beheld, the naval service and their country are very highly indebted. It is time, Mr. Editor, for me to state, that my hopes do not stop at the attainment of simple morality in the habits and conduct of our seamen. I hail this first improvement as the best ground work on which to build the rational christianity of the Protestant church. To assist this *most* desirable end, such encouragement should be given to chaplains, as would induce men of piety and learning to serve on board our ships of war, and such instructions should be given them, as would preclude their office from being nearly a sinecure, unless possessed of a lively zeal and just sense of their important office. I am of opinion, that the true way to encourage religion, is not to *force* frequent attendance on the public prayer and service of the church, but that divine service should be frequently performed for the benefit of those who can, and choose to attend. The full service on Sunday forenoons, Christmas Day, and Good Friday, should be attended regularly, after a full muster. On Sunday afternoons, the service should be performed by the chaplain in the gun-room, with or without a sermon, at his option, for all such as choose to attend, the young gentlemen and the boys only being obliged to do so. Proper prayers should also be read once a day by the chaplain in the sick birth, as soon as the medical attendance is at an end, and morning and evening prayer daily through the week should be read in the gun-room, the length and selection of the service to be according to the weather, or other circumstances. In addition to these stated services, a due attendance on which should be strongly recommended to the officers, care should be taken in placing the chaplain's cabin, so that he may have free intercourse with any of the ship's company who may wish to consult him, or request his prayers or advice on particular occasions. Then we might with due confidence apply for aid to the God of Battles, at whose command the stormy winds are still, and the waves of the ocean subside, and, as well as nominally, our gallant crews might become Christians indeed.

I remain, sir, yours, &c.

A. F. Y.

P.S. I request it to be understood, that wherever I have used, or shall in future use, the term of old England, and similar terms, it

old and common use, that I from my heart include the *whole* of the two sister islands and their brave inhabitants. It is my earnest prayer, that the triple union had attained such perfection, that as well as a common name, common laws, equal privileges, equal and fair representation in Parliament, might give every man in his majesty's dominions common interests.

MR. EDITOR,

IT has been the fashion to set down the good old Bishop of *Pont-Oppeidun* as a most abominable story teller, as the most credulous old fool that ever wrote, for having given us the wonderful accounts of the Kracan. Now, sir, I have heard such accounts of the *Squid-hound*, from people who have been on the southern whale fishery, and at Newfoundland, as certainly reduce all the bishop's crime to a charge of exaggeration. I should be very much obliged to any of your readers who would send you particulars, well authenticated, about this monstrous animal. I have heard that there are some parts of one of them at Dartmouth. I believe that naturalists are afraid to mention this great fish, but to ascertain the fact will be a matter of great importance to natural history, gratify the public curiosity, and particularly that of your humble servant,

FIDES,

REMARKS ON THE PARLIAMENTARY DUTIES OF NAVAL OFFICERS.

LETTER VI.

SIR,

WHATEVER objections may be offered against a great and general reform of abuses, particularly in the mode in which many of the members of our House of Commons are chosen or *nominated*, I should hardly have thought it possible that an objection could have been raised against that individual reform which is in every man's power to effect by an effort of his own will; yet, strange as it may appear, I find this to be the case. Reason with a voter in a borough, in which it is well known that certain arrangements have taken place, by which he and his fellow-chartered monopolists have made over their right to some peer or rich commoner, and he will tell you, that it would be of no use to withdraw his petty individual share of corruption from the great mass, but that he would do it, if *every one* else would. By the eye, you cannot often get even this promise, this wretched com-

promise between conscience and interest, and yet it may very safely be given, without fear of being called upon for its execution, for it would be indeed an unexpected blessing to find one of these chartered bodies *wholly* pure, patriotic, and disinterested. I do not know any conduct more inconsistent with the dictates of the code of true honour, of moral law, or the divine system of Christianity, than the persisting in individual error, because error abounds.

If it be said, that in thus descending to the state of voters in boroughs, I am deviating from the subject I had professed to write upon, I beg leave to observe, that it is certainly a material part of the duty of those who attempt to legislate, to know intimately every part of the *real nature* and *present state* of the constitution of his country, and he will best be able to preserve its genuine spirit unimpaired, by carefully extracting the dregs and impurities which immorality or accident may have introduced to adulterate it. Nor must a man who wishes to get into Parliament think himself justifiable in making use of any corrupt means already prevalent, because he was not the original cause or promoter of them. It is resounded every session within the walls of Parliament, it is repeated in all the committee rooms, and we frequently hear it strongly enforced from the seats of justice, and the learned council who plead before them, that the safety of our country depends upon the purity of election, and laws upon laws are framed to punish those who in any way infringe upon that purity. Is it then possible that the framers of those laws, the promulgators of those opinions, can ever so far forget themselves, as to make use of the corruption of electors, to get seated on the benches where they make laws against it? Is it not clear, that every member of Parliament, who does in any way avail himself of such corruption, acts in direct violation of the laws of which he is the framer, and *should be* the guardian, uses the most direct means to sap the vitals of the constitution, by destroying the moral worth of the subject, and lead us to a fair conclusion, that as he does not hesitate to give a bribe to procure his seat, that he will not hesitate to accept one when offered to himself? And let it never be forgotten, and I am sure it can never be denied, that he who in any way *encourages corruption*, is himself most decidedly *corrupt*. And shall this degrading, this humiliating, this most odious term, ever attach to the characters of those men to whom the nation so justly looks up, as its prime defence, against all external foes? Will they turn internal traitors, and act as rebels against the

laws and dearest interests of that country they have so often exposed their lives to protect? I have heard it said, Mr. Editor, by men who are in all other respects unimpeachable, that they continue to mix in the filth of rotten boroughs, in order to keep them from falling into worse hands. But this is miserable doctrine; for if a very few men of high character, and in possession of borough influence, struck with the vices and the thousand ills attendant on the system, would avowedly withdraw themselves from it, the cause of morality and patriotism would instantly prevail, and the wished-for reform take place, with all that moderation of method which good sense could dictate, and without that justly-dreaded confusion, and violent explosion, with which the system of corruption *must soon burst* if it be unfortunately persisted in.

I have in a former letter remarked, that a chief excellence of our constitution consists in the ease with which it adapts itself to all times, or rather, that it can be adapted to meet all the varying positions and interests of the nation. The present times differ very much from those when the original charters were given to the boroughs, and it is well known in how very capricious a way those charters were conferred, and how various the power they bestow. Is it not difficult to believe in this enlightened age, and in this most enlightened country, where fair Freedom is said to take up her favourite abode, that, except the county members, every other pair are returned to Parliament under a different constitution, with respect to the qualification of electors, from the others? There might formerly have existed some good reasons why the high privilege of election should have been conferred on boroughs; and when only great landholders and their vassals lived in the country, the towns were inhabited by the most enlightened subjects. The state of affairs is now totally changed: boroughs do not now contain the most enlightened subjects, and they have in general made use of their invaluable privilege, for the base purpose of self-interest. Examine some of the various constitutions of these boroughs. Here you will find one where a corporation of seven or eight members is empowered to return two members to Parliament, and also to keep their body complete, by electing a new member into it in case of a vacancy. This is an immense power lodged in the hands of a few individuals, a most shameful chartered monopoly; while perhaps in the same town are hundreds of respectable tradesmen and shop-keepers, as wholly without the power of naming the men who are to govern and tax them, as if

they had been natives of Siberia (the slaves of the mean slave of Napoleon); and perhaps within the moderate sweep of a mile or two round the hall where this charter is enforced, are as many most respectable leasehold farmers also absolutely without that privilege which is called the birthright and pride of Britain, that of being represented in Parliament. Perhaps at the distance of one short stage you will find another charter, which gives to every man who inhabits within a certain favoured limit the right of representation, and this spot crowded with wretched houses, and more wretched inhabitants, while the immediate environs, if inhabited by the most enlightened community in the nation, are legislated for and taxed at the discretion of such men as will make the neighbouring mob the most beastly drunk for the longest time. If you travel far west, you may, perhaps in a mean hamlet of a few cottages, find three or four ignorant clowns, who possess by charter a right to nominate *two* members to Parliament; while in the north the abilities of men are estimated so differently, or their interest in the state is so low, that three or four large and populous towns can only return *one*. These various methods may certainly fill the benches of the house, but does not produce any thing at all resembling a representation of the people of Great Britain. So much yet requires to be done for our valuable sister island, to put her upon a footing with ourselves, even with all our imperfections on our heads, that I have not included her in my remarks; but by no means because I am not sensible of her just claims and vast importance.

I think, Mr. Editor, I have seen a work which contains all the various charters of the English boroughs, and a motley piece of patchwork they form! Can you inform your readers where such a curious document can be had? I should most strenuously recommend its perusal to my brother sailors in the house, that they may beyond doubt become the advocates for temperate reform. Even the important right I have been discussing is not, however, kept wholly in the improper hands it sometimes falls into, but by them, for the most clearly avowed purpose of emolument in some shape or other, made over to others. If, when travelling, you inquire at your inn, who returns the members for the borough, you will not be answered, "The corporation,"—"The freemen,"—"The payers of scot and lot," &c. but "Lord N."—"The Duke of D."—"The dean and chapter,"—"The East India Company," and so forth. And if you inquire whose fine house you passed on the road, you are answered, "Lord X. the *patron*

of the borough," a new and powerful middle man smuggled into the constitution. Pray, sir, are we to think that these chartered makers of members of Parliament, these appointers of middle men; ever reflect on the importance or design of their powers; that they have the power to name men who are to make laws for, and have the command of the purses of millions of their fellow subjects who have no such right or power of their own? Do they think that the great use and end of their charter is to get livings and commissions, sinecures and reversions for their sons, balls for their daughters, liquor for the mob, and the daily papers free of expence? He who thus creates for himself a patron, creates himself a slave, and goes a great way towards enslaving his country. If it be indeed good for a man to act in all his way under the guidance of true honour, and to keep within him the blessing of a good conscience, on what occasion of life is it more necessary to guard against being influenced by *selfish* motives, than when the interests of so many millions are concerned, and he is evidently delegated to act for the *public* good? But where is that borough elector who will lay his hand upon his heart, and say, that he has acted upon patriotic motives only in his important public trust?

The inhabitants of a country who have no voice in the choice of their rulers are *slaves*: those who enjoy a fair representation are *free*. If this be an axiom, a plain and self-evident truth, it certainly follows as a conclusion, that Britons are *not slaves*; but does it also follow that they are *free*?

I remain, Sir, yours, &c.

E. G. F.

Note.—I strongly recommend that a committee should be moved for to take into consideration all the reports made respecting contested elections. An abstract to point out enormities would be a striking document. I recommend to some honest men resident in boroughs to publish their secret histories, to shew the use made of the charters; how many places and pensions have been procured; how many contracts granted to voters on unreasonable terms; how many vessels have been hired by government at enormous prices, because they belonged to voters; how many days' drunkenness; how many men ruined by idleness; how many inveterate quarrels; and a thousand other evils, have occurred.

I recommend also an act, that, till a proper reform take place, a conviction of either giving or receiving a bribe, directly or indirectly, should *for ever* deprive a man of the right either to vote for, or sit as a member of Parliament.

MR. EDITOR,

ON my return from a long cruise, I went, as is my custom, to a grog-shop, and asked for a file of papers, to see what the black and white gemmen had said of our late exertions; and in the Gazette letter, September 3, as they call it, I read that "the difficulties of landing the provisions of the army were in great part done away by the zeal, activity, and intelligence of Captain Malcolm, of his majesty's ship Donegal." I do not pretend to be quite exact as to the printed words, but nearly so: and your readers may refer to them. Now, Mr. Editor, I'll tell you what the noble captain of the Donegal did; for I am certain, from the modesty of his character, it will never otherwise be made known. Captain Malcolm was senior at Figueras, in a small squadron, consisting of his own ship, Donegal, Resistance, Captain Adams, and Crocodile, Captain Cadogan. I need not tell you, Mr. Editor, that Captain Malcolm had charge of full 75 sail of transports, which had sailed with troops from Cork, under Sir Arthur Wellesley; God bless him! Well, on making the Portuguese coast, the ships came to anchor in Mondego bay; and on the fifth day began landing. Sir Arthur had in the mean time gone off Lisbon to Sir Charles Cotton for intelligence. There were two landing places, one at Buarcos, and the other at Figueras. Captain Malcolm, finding a heavy surf breaking both on Figueras bar and the beach at Buarcos, immediately set the example to his men of jumping from the boat into the sea, and carrying the men and their canteens, &c. to the shore. Their officers and men immediately followed so noble an example; and they all continued on this arduous service for several days and nights. Frequently owing to the surf from the N.W. swell, they were unable to return to their ships, and remained during the night in their wet clothes on the ground. The next service on which the captains Malcolm and Adams were employed (for I think Captain Cadogan had then gone to Sir Charles Cotton) consisted in landing the provisions, ammunition, &c. and in conveying the troops on shore at a still more difficult landing place, Mascera. But I forgot to say, that when Colonel Cameron saw his officers conveyed on shore on the backs of the seamen, he swore heavily, as he generally does, and ordered his Highlanders, in good broad Scotch, to be put down into the water. I should think that at the three landing places boats were stove which must have cost our government nearly 2,000l. Many sailors' lives were also lost, owing to the surf, and in thus landing what amounted to upwards of 30,000

men. Now I am about it, I ought also to add, that our brave seamen, finding the artillery horses were sore in the hoof, owing to the voyage, offered to drag the cannon of our troops to their camp.—I think I have now told you enough, so good night!

TIM. WEATHERSIDE.

IMPROVEMENTS IN NAVAL ARCHITECTURE.

Account of the Third Voyage to the West Indies, of the Ship Economy, built according to Mr. J. W. Boswell's patent method, from a communication by Mr. Boswell.

MR. EDITOR,

NO account having yet appeared in your work of the ship Economy (built on my patent plan for building large ships of small timber, so as to produce superior strength and durability, at a much less cost than the usual mode of building), I take the liberty to enclose you the following particulars relative to her for insertion, if you approve of it; as the subject is entirely appropriate to the Naval Chronicle, it will, I hope, prove interesting to its numerous readers. I am, sir,

Your very humble servant,

J. W. BOSWELL.

The plan on which the Economy is built is designed to admit of the use of timber for the ribs of about a fourth of the usual size, which are so strengthened by an internal framing, formed by six horizontal timbers running from stem to stern at each side of the keelson, and five transverse rider frames, that the ship has been allowed to be stronger altogether than any in the river, even by the inspectors appointed by the Navy Board. A more particular description of the construction of this ship is contained at the end of the next article. An account of her excellent performance on her first and second voyages is inserted in the Repertory of Arts. In her third voyage she has also succeeded equally well, as appears from the following letter of her commander, Captain Ross, to Mr. Boswell:—

Copy of a Letter from Captain Ross to Mr. Boswell.

“DEAR SIR, August 8, 1808.

“I feel much pleasure in stating to you some particulars of my second voyage to Demerara, in the ship Economy, built according to your patent.

Nav. Chron. Vol. XX.

R R

We sailed from Portsmouth on the 18th of December last, under convoy of the *Astrea* frigate, and on the 25th the wind shifted to the S.W. and continued westerly until the 6th of January; during which time we experienced several heavy gales, which dispersed the fleet, and several ships bore away for the ports in the Channel, with damage. But although the *Economy* was deeply laden, having nearly a full cargo, with a large proportion of bricks and ballast, she made astonishing good weather, and shipped only one sea, which broke the spanker boom in three pieces, as it lay lashed to the gang-way stantions, which may give some idea of the force of the sea at that time. After the gale abated, we saw only about forty sail with the frigate, with which we proceeded, and delivered our cargo at Demerara without the least appearance of damage; and I never have been in any ship that I had so good an opinion of in point of strength. On looking over the log-book of the homeward passage, I see that almost every day we either shortened sail or hove-to for the ships astern. Our cargo home was chiefly coffee in bags; for which she is remarkably well adapted, and which was delivered at No. 5, in the West India Dock, in the best order possible. She has just been in dock to get a clean bottom, and was found to be in such good order, that she was fit for any voyage without the least repair, not even wanting caulking. The sheathing is perfectly free from the worms, which may be owing to her having been paid with *coal tar* in the following manner:—The seams of the bottom were carefully caulked and paid with common pitch, and then the bottom was paid with *coal tar*. The sheathing-paper was very thick, and was dipped in *coal tar*, and the sheathing was put on without hair; the seams of the sheathing were caulked and paid with common pitch; and then a good coat of coal tar was put on over all.

“ I am, dear sir, your most obedient servant,

“ WILLIAM ROSS.”

The great injury caused by the worms in general makes the probable efficacy of the *coal tar* above mentioned in preventing their ravages a circumstance of considerable consequence. On her first voyage the ship had her sheathing painted with white lead, which is esteemed to resist the worms well, nevertheless the sheathing was much cut by them, which was partly owing to her long detention in the West Indies by the French fleet. On her second voyage, she had what is called a brimstone bottom, when her sheathing was again much cut. The superior effect of the coal tar is therefore very evident over these other substances used in defending the sheathing from the worms. More than a century ago the famous Glauber mentioned the great efficacy of oil drawn from sea-coal in destroying insects in general.

The use of small timber in framing ships in Mr. Boswell's patent method, would occasion a great saving in expense for ships above 500 tons burthen, as timber of about half the price of that now in

use could be substituted with superior strength for most of their construction. It would also, if used in the navy, be a great national benefit, as it would effectually prevent the scarcity of timber fit for building large ships, under which this country has laboured for many years, as timber of forty or fifty years growth would in this method have equal effect as that of a hundred years growth in the common mode of building.

DESCRIPTION of the Ship ECONOMY, 200 tons measurement, built according to J. W. Boswell's Patent, now lying in the outward West India Dock.

The plan adopted in the formation of this ship is that designed for large ships of 500 tons and upwards, and the third mentioned in the specification.*

Its external appearance is not different from that of any other vessel of the size, and the outward planking is done in the usual manner. It is the internal construction alone to which the patent relates, and that is as follows:—

The best general idea of it will be obtained by conceiving a vessel built with timbers, or ribs, much smaller than usual, with an internal framing, so contrived as to give every requisite support and strength both to them and the entire vessel, with the least timber, and of the cheapest form, and without any knee-timber.

The floor-timbers are moulded seven inches, and sided six: these, with four futtocks and two top timbers at each side, form what is called a frame of timbers. Those small timbers are laid down so that their terminations all fall out in fair lines, which (below the wales) are nearly the same as the ribband lines. Along those lines inside are laid fore and aft ribs, from stem to stern post, so as to support the extremity of every one of the small ribs in the ship. The fore and aft ribs are six in number at each side; one directly under the water ways, another at the level of the lower beams, and the other four placed nearly at equal distances between these last and the keelson: each pair uniting in a breast-hook at the stem.

The pieces of timber which form these fore and aft ribs are scarfed at their extremities with hook scarfs, and are so placed that

* See Vol. II. Second Series, p. 81, of Repertory of Arts.

the scarfs fall out in fair vertical sections of the ship, where they are supported, and firmly bolted to transverse framings, contrived so as to unite the greatest strength with the least obstruction, and which are five in number in the whole ship.

Those transverse framings are each formed by one upper and one lower beam, two pair of futtocks, a floor timber, two pair of top timbers, and four bracing pieces; the whole connected into one firm framing, self-supported, independent of any other part.

The four bracing pieces form each framing into a set of triangular compartments: which triangular framing gives the greatest stability possible, as a triangular frame cannot be made to give in, or alter its figure, by any force which is not sufficient to tear its connecting parts through the timber of which it is composed; a property which no other figure possesses.

These transverse framings (besides supporting the fore and aft ribs, and by them the small vertical timbers) tie and unite the vessel together across ship, so as to give much greater strength than hanging-knees, whose place they supply, at a much cheaper rate.

The framing of the deck is also divided into triangular compartments, so as to preclude the use of lodging-knees entirely; which compartments are formed by six pieces of timber, which proceed obliquely at each side, from the top of each beam to the fore and aft rib next adjoining, into which they are dove-tailed and bolted; long carliags from beam to beam, at each side of the hatchways, with these pieces, support small ledges, on which the deck is laid in the usual manner.

Advantages of this Method of framing Ships.

1st. Timber of less than one-fourth of the usual girth can be used, in this method, in constructing large vessels, for nearly four-fifths of their frames.

This will be a direct saving in the difference of price of small timber and large for the quantity used; for large vessels this will be considerable, and, according to the present contract prices for naval timber, not less than from two to four pounds per load. Besides this, it is a great national benefit in another point; for, by this means, timber of half the number of years growth, or less, can be used for naval purposes; and thus forty or fifty years, or even less, be sufficient to produce timber fit for the navy, instead of the vast period of near a century, now necessary; by which the

land will not only produce a double crop in the same time, fit for this purpose, but all danger be removed of there being a stoppage of building, for want of a supply of timber, at any future period; an event extremely probable to take place, from the increasing difficulty of getting the large kind used at present in the royal dock-yards.

2d. Much shorter timber may, in forming the futtocks, be used, without any danger of weakening the ship, on account of the great support given to them by the fore and aft ribs, and other internal framing before described.

The advantage of this is, that it renders the compass timber for futtocks easier to be procured, and prevents any necessity of using timber cut across the grain.

3d. The use of knees of every kind is superseded by this mode of building, as the triangular framing of the decks gives all the effect of lodging-knees, and that of the transverse frames more than supplies the support given by hanging-knees.

This would occasion a considerable saving in large vessels, on account of the great price of knee-timber fit for them; which, for that of 30 feet meeting, was, when the ship was building, near ten pound per load, and for the smallest kind, taken at the Portsmouth royal dock-yard, not less than 8l. 15s. and is now much dearer.

4th. Plank of half the usual thickness may be used for the lining; the great support given by the fore and aft ribs rendering any use of inside plank, to strengthen the vessel, needless, and confining its purpose merely to prevent ballast, or other matters, from getting between the timbers, so as to rest on the outside plank.

This will also cause a saving of consequence in large vessels; plank of all kinds, but particularly that of great thickness, being the next dearest article to knee-timber.

5th. It is probable a much less quantity might be used with safety in this method, on account of the great strength produced for the timber used. 1st. By the triangular framing. 2d. By every timber having a solid support at each extremity. 3d. By the increase of thickness from in to out all along the fore and aft ribs being very great in proportion to the timber used.

6th. It is probable, vessels built in this method will last many years longer before decay; because the use of small timber admits of a kind more spiny and durable than the large, which is often dotard, and never lasts so long; and also because this construction admits

of a free circulation of air among the timbers, than which nothing is known to contribute so much to their preservation. It is moreover conceived, that the timbers being prevented from working by the solid support each has at its extremities, will cause the vessel to wear less, and at the same time render it safer, by diminishing the danger of starting planks, or otherwise causing bad leaks.

7th. The timber of considerable size used in this method is almost all nearly straight, or of very little curvature, on account of its running fore and aft.

This kind is much easier to procure than large compass timber.


8th. Short-top timber and coarse butts can be worked up to advantage, instead of being sold for less than half cost, or burned; as this kind will do sufficiently well for the number of short ledges in the deck frames, and to support the lining at the floor, which are wanted in this mode of building.

9th. Vessels built in this manner will not be so liable as others to hog, or have their backs broken, on account of the great strength lengthways, caused by the fore and aft ribs.

10th. Vessels so built will be drier, from the circulation of air before mentioned, and having the floor-lining detached from the timbers; which quality renders this construction particularly valuable for the ships used in the East and West India trade.

The advantages above recited relate to vessels entirely formed in this manner. It should be known also, that parts of this plan may be applied with profit. The mode of framing the decks, for instance, might be used to save lodging-knees in vessels built in other respects in the usual mode. Other parts of it might be applied to the strengthening old vessels, which, by this means, might be made to last many years, after they would otherwise have been unserviceable.

The principles of this method of building are capable of being extended still further than they are in the vessel here described: the triangular framing may be even adapted to the construction of fore and aft ribs, so that they could be constructed also of small timber, if required. Thus, by this means, the former barrier to the increase of size in ships is removed, as it no longer now depends on the size of timber; and ships of any dimensions required may be formed, of any strength requisite, of small timber.



MR. EDITOR,

I BEG to send you annexed, copies of two letters, which I presume you will not consider undeserving insertion in your publication. These, I apprehend, are not the first testimonials in favour of Captain Broad's beneficial exertions, when under convoy.

I am, sir,

Your most obedient humble servant,

COMMERCII AMICUS.

London, 24th September, 1808.

" SIR,

Lloyd's, London, 20th August, 1808.

" I have great pleasure in forwarding to you, by direction of the committee for managing the affairs of this house, the enclosed flattering testimony of the service you rendered to the fleet just arrived from the Leeward Islands; and beg leave to acquaint you, that the committee are happy in having the opportunity of conveying to you another instance of your great attention while under convoy; and I have likewise to inform you, that a copy of Captain Bowen's letter has been made public here, for the information of the underwriters, and others concerned. I am, sir,

" Your obedient humble servant,

" JOHN BENNET, jun. Sec.

MR. BROAD,

Master of the ship Phœnix, of Truro."

" GENTLEMEN,

His Majesty's ship Camilla.

" Permit me, in the conclusion of my duty to the Leeward Island convoy, to recommend to your notice Mr. Broad, master of the ship Phœnix, of Truro, whose strict attention to his majesty's ship Camilla, and useful services for the convoy, afford an example, which, if it had been followed by the greater part of the convoy, would have materially shortened the voyage, and thereby, I presume, have benefited the interests of the merchants whose property they contained. I have much pleasure in thus bearing testimony to his good conduct, and I have no doubt it will obtain for him your confidence and favour.

" I am, gentlemen,

" Your most obedient humble servant,

" JOHN BOWEN.

*To the Company of Merchants,
Lloyd's Coffee-house, London."*

PLATE CCLXVIII.

IN a former volume, we gave a view of Lisbon harbour, and the castle of Belem, accompanied by a very full historical and descriptive account, both of the city and port.*

From the events which have recently taken place at Lisbon, every thing relating to that port acquires fresh interest. The annexed map, by Luffman, is therefore presented.

In addition to our former account, it may not be unamusing to state, that the cathedral of Lisbon is dedicated to St. Vincent, who suffered martyrdom near the cape which bears his name, and from which the gallant Jervis takes his title. The body of the saint, according to Romish tradition, was guarded by ravens, and preserved from being devoured by wild beasts, to which it had been exposed. In pious memorial of this preservation, two ravens have been constantly kept; and a chest is appropriated to receive the offerings of the devout for their support.

CORRECT RELATION OF SHIPWRECKS.

No. XXX.

Again the dismal prospect opens round,
The wreck, the shore, the dying, and the drown'd.

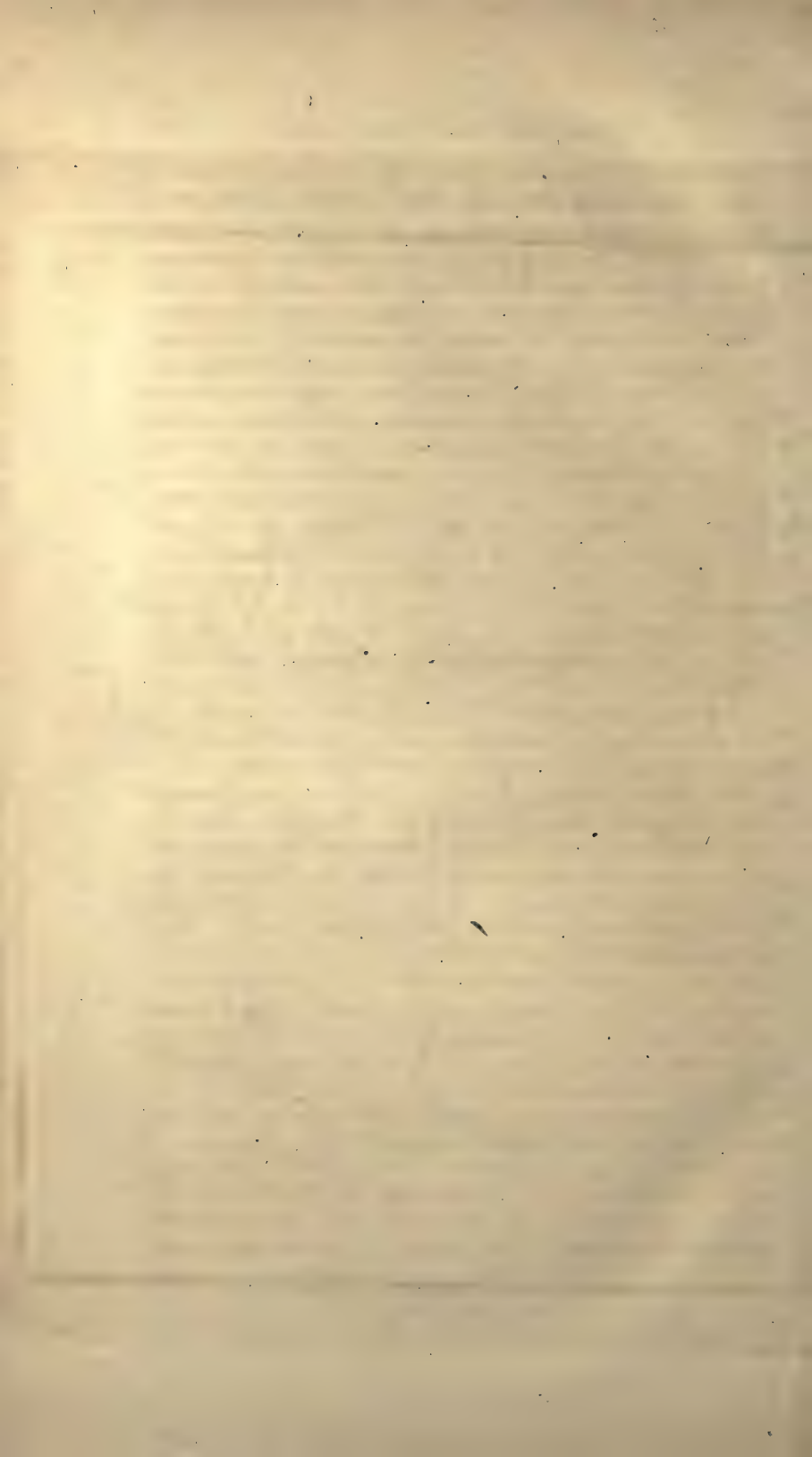
FALCONER.

LOSS OF THE ST. JAMES, A PORTUGUESE VESSEL, OFF THE EAST COAST OF AFRICA, IN THE YEAR 1586.

THE following narrative may be regarded as a warning against ignorance and obstinacy; two causes from which the most melancholy disasters have frequently proceeded:—

“ In the month of May, 1586, intelligence was received at Goa of the loss of the Portuguese admiral's ship, the St. James. The account of this disaster stated, that after doubling the Cape of Good Hope, the captain, conceiving he had neither rocks nor other dangers to dread, proceeded under full sail without observing his charts, or at least not with the attention which he ought. Having a favourable wind, he made much way in a short time, but

* The view is engraved by Medland, from a drawing by Mr. Pocock.
Vide Vol. II. page 209.



was driven out of his course towards the rocks called Bassas de India, distant about fifty leagues from the island of Madagascar, and seventy from the continent.

“ Perceiving they were so near these rocks, and in imminent danger of striking upon them, several of the passengers who had frequently traversed those seas, were much alarmed. They represented to the captain, that being in the midst of the rocks it was extremely dangerous to suffer the ship to run under full sail, particularly during the night, and in a season when tempests were very frequent. The captain, regardless of their prudent remonstrances, exerted his authority, ordered the pilots to follow his commands, adding, that the king’s commission entitled him to obedience, and that his opinion ought to be taken in preference. However, between eleven and twelve o’clock the same night, the vessel was driven towards the rocks, and stuck, without a possibility of being got off. A confused cry of distress resounded, in every direction, from a multitude composed of above five hundred men, and thirty women, who, having no other prospect before their eyes but inevitable destruction, bewailed their fate with the bitterest lamentations. Every effort to save the ship proved ineffectual. The admiral (Fernando Mendoza), the captain, the first pilot, and ten or twelve other persons, instantly threw themselves into the boat, saying, they would seek upon the rocks a proper place for collecting the wreck of the ship, with which they might afterwards construct a vessel large enough to convey the whole of the crew to the continent. With this view they actually landed on the rocks, but being unable to find a spot proper for the execution of their design, they did not think proper to return to the ship, but resolved to steer towards the African coast. Some provisions which had been thrown in haste into the boat were distributed among them; they then directed their course towards the continent of Africa, where they arrived in safety, after a voyage of seventeen days, and enduring all the horrors of famine and tempestuous weather. Those who remained on board, finding that the boat did not return, began to despair of saving their lives. To add to their distress, the vessel parted between the two decks, and the pinnace was much damaged by the repeated shocks she sustained from the fury of the waves. The workmen, though very expert, despaired of being able to repair her, when an Italian, named Ceyprioano Grimaldi, leaped into her, accompanied by ninety of the crew, and assisted by most of those who had followed

him, instantly fell to work to put her into a condition to keep the sea.

“ Those who could not get on board the pinnace, beheld her bearing away from the wreck with tears and lamentations. Several who could swim threw themselves into the sea, in the hopes of overtaking her ; and some were on the point of getting on board, when their more fortunate comrades, fearing they should be sunk with the weight of all those who endeavoured to obtain admittance, pushed them back into the sea, and with their sabres and hatchets cut, without mercy, the hands of such as would not quit their hold. It is impossible to describe the anguish of those who remained on the floating fragments of the wreck, and witnessed this barbarous scene. Seeing themselves cut off from every resource, their cries and lamentations would have melted the hardest heart. The situation of those in the pinnace was not much better ; their great number, the want of provisions, their distance from the land, and the bad condition of the crazy bark that bore them, contributed to fill them with gloomy presentiments. Some of the most resolute, however, to prevent the anarchy and confusion which would have aggravated their misery, proposed to their companions to submit to the authority of a captain. To this they all agreed, and immediately chose a nobleman of Portuguese extraction, but born in India, to command them, investing him with absolute power. He instantly employed his authority in causing the weakest, whom he merely pointed out with his finger, to be thrown overboard. In the number of these was a carpenter, who had assisted in repairing the pinnace : the only favour he requested was a little wine, after which he suffered himself to be thrown into the sea without uttering a word. Another, who was prescribed in the same manner, was saved by an uncommon exertion of fraternal affection. He was already seized, and on the point of being sacrificed to imperious necessity, when his younger brother demanded a moment's delay. He observed, that his brother was skilful in his profession, that his father and mother were very old, and his sisters not yet settled in life ; that he could not be of that service to them which his brother might, and as circumstances required the sacrifice of one of the two, he begged to die in his stead. His request was complied with, and he was accordingly thrown into the sea. But this courageous youth followed the bark upwards of six hours, making incessant efforts to get on board, sometimes on one side and sometimes on the other, while those who had thrown him over endeavoured to

keep him off with their swords. But that which appeared likely to accelerate his end, proved his preservation. The young man snatched at a sword, seized it by the blade, and neither the pain, nor the exertions made by him who held it, could make him quit his grasp. The others, admiring his resolution, and moved with the proof of fraternal affection which he had displayed, unanimously agreed to permit him to enter the pinnace. At length, after having endured hunger and thirst, and encountered the dangers of several tempests, they landed on the coast of Africa, on the twentieth day after their shipwreck, and there met with their companions who had escaped in the first boat.

“ The rest of the crew and passengers left on the wreck likewise attempted to reach the land. Collecting some loose spars and planks, they formed a kind of raft, but were overwhelmed by the first sea, and all perished, excepting two, who gained the shore. Those who had reached the coast of Africa had not arrived at the end of their sufferings: they had scarcely disembarked when they fell into the hands of the Caffres, a savage and inhuman people, who stripped and left them in the most deplorable state. However, mustering up their courage, and the little strength they had left, they arrived at the place where the agent of the Portuguese, at Sofala and Mozambique, resided. By him they were received with the utmost humanity, and after reposing a few days, after their fatigues, they reached Mozambique, and repaired from thence to India. Only sixty survived out of all those who had embarked in the *St. James*; all the rest perished, either at sea, of fatigue, or of hunger. Thus the imprudence of an individual occasioned the loss of a fine vessel, and the lives of above four hundred and fifty persons.

“ Upon the captain's return to Europe, the widows and orphans of the unfortunate sufferers raised such loud complaints against him, that he was apprehended and put in prison; but he was soon afterwards released. The former catastrophe was not a sufficient lesson for this self-sufficient and obstinate man. He undertook the command of another vessel in 1588, and had nearly lost her in the same manner, and in the same place. Fortunately, at sun-rise, he discovered the rocks, towards which he was running with the same imprudence as in his former voyage. But on his return from India and Portugal, he was lost, together with the vessel he was on board of: thus meeting with the just punishment of his culpable obstinacy and misconduct.”

NAVAL LITERATURE.

Discourses, Moral and Religious, adapted to a Naval Audience: preached on board his Majesty's Ship the Tremendous, JOHN OSBORN, Esq. Commander, during the Years 1802, 1803, and 1804. By the Rev. ROBERT BAYNES, L.L.B. and of Sidney Sussex College, Cambridge. 8vo. pp. 618.

OF sermons, or clerical discourses, expressly adapted to naval auditors, English literature can boast of but very few. An accession to our slender stock is, therefore, an important advantage. "A work," observes the reverend author of the volume before us, "appeared to me much wanted, that would unfold to this useful class of British subjects the great and necessary truths of religion and virtue, in a full, clear, comprehensive, methodical, and familiar manner—in a manner adapted to their peculiar situation, and capable of making the most forcible and lasting impression on their minds. This, it has been my endeavour to supply in the following discourses, which, I sincerely hope, may meet the candour and approbation of the good and learned; and be of every utility to a class of men, whom Great Britain must be ever proud to acknowledge among the bravest and most liberal contributors to her national welfare and glory."

Dr. Baynes's work consists, altogether, of sixty-four discourses. We have attentively perused them, and can safely take upon ourselves to assert, that they may not only be classed amongst the most unexceptionable productions of a moral and religious nature, but that they are extremely well calculated to produce the most beneficial effects in the particular quarter for which they are designed. We shall obtain credence for this opinion, by offering one or two brief excerpts.

In one of Dr. Baynes's introductory discourses, we find the following sensible remarks upon the general duties of man, in his social capacity:—

"Man is to be considered as a member of *general* society, as that of the world at large; and also of *particular* society, of which last there are many and various kinds. A particular society may be defined to be a body of men agreeing to act together and to pursue the same ends by some general means or rules. Now such sort of society becomes easier to be managed the smaller it may be (for all particular societies must be under some government or other, and possess rules to direct them), and this for two

reasons. In the first place, because each individual in it is more within the sphere of controul or good government : in the second, that their relative interests are likely to be stronger and more binding, each being well known to all, and the members more particularly connected. I feel, for example, some interest for a man, as a member of the general society of mankind, as a citizen of the world, as a fellow-creature. I am more interested in him as a member of particular society, as a fellow-countryman for instance, and still more so, as one of the circle of my acquaintance, friends, or relatives. Thus in a particular society, such as composes a ship's company, their interests in each other are stronger and more binding than particular societies in general, and they should be more particularly bent to render each other happy. What opportunities there are, taking in every member (keeping at the same time proper notions of the relative duties and conditions of each), of enhancing the comfort and happiness of the whole, by unanimity, good inclinations towards one another, due attention to order and regulation, and to respective duties.

"The rational motives for so doing are much stronger on board a ship than perhaps in any other society unconnected by the ties of blood and peculiar personal interests. A ship's crew may consider themselves, in some measure, as abstracted from the rest of the world, and as having less opportunities than most of enjoying its various pleasures and amusements. This throws their means of happiness more amongst themselves. They have a peculiar tie, too, which should render them particularly friendly and benevolent to one another, being affected by one common lot in the occurrence of events—companions in difficulties and dangers—in glory, victory, and death! There is no such tie or interested connection in the world at large: for though men may be bound to one another in the general rules of humanity, politeness, and good manners, by the customs of society and laws of the land, yet they are by no means so interested in each other's fate as the inhabitants of a ship are. We should therefore be enthusiasts in friendship and esteem; and let us not be fearful of doing too much. It is one of those good things of which we cannot have too much."

The subject of obedience is treated as follows :—

"Next to that loyalty and regard, which warm our hearts to the proper performance of the duties demanded of us by our profession, obedience seems to be the most necessary quality in a sailor; and the reasons for a ready implicit obedience to lawful commands, are, in his case, stronger than those that relate to the same duty in any other line or profession. And this is, because the consequence of not obeying, is sometimes incalculable; and, under a variety of circumstances, frequently fatal. It may be the destruction of the ship! of a fleet!—nay, even of a nation! and this too in matters that may not immediately appear of much magnitude or importance. Obedience should be yielded, too, without objection or delay, and for this reason, that no responsibility, by the act of obedience, is attached to the person who obeys. He cannot suffer for any untoward event that is

the consequence of a pure act of lawful obedience in him. He consequently has no reason for not obeying. Another rational motive for obedience in the inferior to the commands of the superior is, the supposing (which holds good in almost all cases) that the person commanding has a better knowledge and information of what is proper to be done than the person obeying; and this idea may be carried through all the subordinate degrees. It is considered equally as absurd for an inferior officer to dictate to his captain, or dispute the propriety of *his* orders, as it would be for a man before the mast to dispute the orders of the officer of his division."

Dr. Baynes's closing remarks are all that we shall farther offer:—

"Now, as the first great and general wish of all is to be as happy as possible, it must be the first great and general object of all (possessing the faculties of reason, and free-will enabling) to obtain that knowledge, and put in practice those talents which will best promote such an end. We should therefore use our best endeavours to learn and practise our duty, and seriously attend to every good and wholesome instruction and advice, whether delivered from the pulpit, found in good books, or in any other manner afforded us. The more we do this, the more shall we get a distaste to gross and sinful actions, which debase man as a rational creature, the more shall we despise low filthy manners, violent and outrageous proceedings, swearing, wilful, obstinate, and disobedient practices; and on the other hand, the more shall we prize a decent, prudent, respectful, and dutiful conduct; the more satisfied shall we be with ourselves; the more shall we render ourselves happy and tranquil; the more beneficial shall we be to our relations, friends, and country; and the more shall we be possessed of their love and esteem; and by adding to the excellent duties of morality all that our pure and holy religion further requires of us, we shall thus not only secure to ourselves every prospect of happiness here, but obtain that still more glorious prospect of an eternity of felicity, when time shall be no more!—Amen, and Amen!"

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more.

FALCONER.

EXTRACTS FROM CREATION,

A POEM, IN SEVEN BOOKS, BY BLACKMORE.

THE sea does next demand our view; and there
No less the marks of perfect skill appear.
When first the atoms to the congress came,
And by their concourse form'd the mighty frame,

What did the liquid to th' assembly call,
 To give their aid to form the ponderous ball?
 First, tell us, why did any come? next, why
 In such a disproportion to the dry?
 Why were the moist in number so outdone,
 That to a thousand dry they are but one?
 When they united, and together clung,
 When undistinguish'd in one heap they hung,
 How was the union broke, the knot unty'd,
 What did th' entangled elements divide?
 Why did the moist disjoin'd, without respect
 To their less weight, the lowest seat elect?
 Could they dispense to lie below the land,
 With nature's law and unrepeal'd command,
 Which gives to lighter things the greatest height,
 And seats inferior to superior weight?
 Did they foresee, unless they lay so low,
 The restless flood the land would overflow,
 By which the delug'd earth would useless grow?
 What, but a conscious Agent, could provide
 The spacious hollow, where the waves reside?
 Where, laid with rock and fenc'd with hills, the deep
 Does in its womb the floating treasures keep;
 And all the raging regiments restrain
 In stated limits, that the swelling main
 May not in triumph o'er the frontier ride,
 And through the land licentious spread its tide?
 What other cause the frame could so contrive,
 That, when tempestuous winds the ocean drive,
 They cannot break the tye, nor disunite
 The waves, which roll connected in their flight?
 Their bands, though slack, no dissolution fear,
 Th' unscreen'd parts the greatest pressure bear,
 Though loose, and fit to flow, they still cohere.
 This apt, this wise contexture of the sea,
 Makes it the ships driv'n by the winds obey;
 Whence hardy merchants sail from shore to shore
 Bring Indian spices home, and Guinea's ore.
 When you with liquid stores have fill'd the deep,
 What does the flood from putrefaction keep?
 Should it lie stagnant, in its ample seat,
 The sun would through it spread destructive heat.

The wise Contriver, on his end intent,
 Careful this fatal error to prevent,
 And keep the waters from corruption fret,
 Mix'd them with salt, and season'd all the sea.
 What other cause could this effect produce?
 The brackish tincture through the main diffuse?
 You, who to solar beams this task assign,
 To scald the waves, and turn the tide to brine,
 Reflect, that all the fluid stores which sleep
 In the remotest caverns of the deep
 Have of the briny force a greater share
 Than those above, that meet the ambient air:
 Others—but oh how much in vain!—erect
 Mountains of salt, the ocean to infect.
 Who, vers'd in nature, can describe the land,
 Or fix the place on which those mountains stand?
 Why have those rocks so long unwasted stood,
 Since, lavish of their stock, they through the flood
 Have, ages past, their melting crystal spread,
 And with their spoils the liquid regions fed?

Yet more, the wise Contriver did provide,
 To keep the sea from stagnating the tide;
 Which now we see advance, and now subside.
 If you exclude this great directing Mind,
 Declare what cause of this effect you find:
 You who this globe round its own axis drive,
 From that rotation this event derive:
 You say, the sea, which with unequal pace
 Attends the earth in this its rapid race,
 Does with its waves fall backward to the west,
 And, thence repell'd, advances to the east:
 While this revolving motion does endure,
 The deep must reel, and rush from shore to shore:
 Thus to the setting and the rising sun
 Alternate tides in stated order run.
 Th' experiments you bring us, to explain
 This notion, are impertinent and vain.
 An orb, or ball, round its own axis whirl,
 Will not the motion to a distance hurl
 Whatever dust or sand you on it place,
 And drops of water from its convex face?
 If this rotation does the seas affect,
 The rapid motion rather would eject

The stores the low capacious caves contain,
And from its ample basin cast the main,
Aloft in air would make the ocean fly,
And dash its scatter'd waves against the sky.

If you, to solve th' appearance, have recourse
To the bright sun's, or moon's impulsive force ;
Do you, who call for demonstration, tell
How distant orbs th' obedient flood impel ?

This strong mysterious influence explain,
By which, to swell the waves, they press the main.

But if you choose magnetic power, and say
Those bodies by attraction move the sea ;
Till with new light you make this secret known,
And tell us how 'tis by attraction done ;

You leave the mind in darkness still involv'd,
Nor have you, like philosophers, resolv'd
The doubts, which we to reasoning men refer,
But with a cant of words abuse the ear.

Those who assert the lunar orb presides
O'er humid bodies, and the ocean guides,
Whose waves obsequious ebb, or swelling run,

With the declining or increasing moon ;
With reason seem her empire to maintain,
As mistress of the rivers, and the main.

Perhaps her active influences cause
Th' alternate flood, and give the billow laws ;
The waters seem her orders to obey,

And ebb and flow, determin'd by her sway.
Grant that the deep this foreign sovereign owns,
That mov'd by her, it this and that way runs :

Say, by what force she makes the ocean swell,
Does she attract the waters, or impel ?
How does she rule the rolling waves, and guide

By fix'd and constant laws the restless tide ?
Why does she dart her force to that degree,
As gives so just a motion to the sea,

That it should flow no more, no more retire,
Than nature's various useful ends require ?
A Mind Supreme you therefore must approve,

Whose high command caus'd matter first to move :
Who still preserves its course, and, with respect
To his wise ends, all motions does direct.

He to the silver moon this province gave,
 And fix'd her empire o'er the briny wave ;
 Endow'd her with such just degrees of power,
 As might his aims and wise designs procure ;
 Might agitate and work the troubled deep,
 And rolling waters from corruption keep,
 But not impel them o'er their bounds of sand,
 Nor force the wasteful deluge o'er the land.

On the formation of the earth reflect :
 Is this a blind fortuitous effect ?
 Did all the grosser atoms, at the call
 Of chance, file off, to form the ponderous ball,
 And undetermin'd into order fall ?
 Did of themselves th' assembled seeds arrive,
 And without art this artful frame contrive ?
 To build the earth, did chance materials choose,
 And through the parts cementing glue diffuse ?
 Adjust the frontier of the sea and soil,
 Balance and hang in air the finish'd pile ?
 Ye towering hills, whose snowy peaks arise
 Above the clouds, and winter in the skies ;
 Ye rocks, which on the shores your heads advance ;
 Are you the labour and the care of chance ?
 To draw up stones of such prodigious weight,
 And raise th' amazing heaps to such a height,
 What huge machine, what forceful instrument,
 Did your blind builder of the world invent ?
 Could it distinguish, could it wall around
 The damp and dark apartments under ground ?
 With rocky arches vault the hollow caves,
 And form the tracks of subterranean waves ?
 Extend the different mineral veins, and spread
 For rich metallic ores the genial bed ?

What could prepare the gulfs to entertain
 Between their shores the interposing main ?
 Disjoin the land, the various realms divide,
 And spread with scatter'd isles th' extended tide ?
 Regard th' unnumber'd wonders of the deep,
 Where confluent streams, their race completed, sleep.
 Did chance the compass take, and in the dark
 The wide dimensions of the ocean mark ?
 Then dig the ample cave, and stretch the shores,
 Whose winding arms confine the liquid stores,

Which gushing from the mountain to the main,
 Through verdant vallies draw their humid train ?
 Did it design the deep abyss, and spread
 The ancient waters on their central bed ?
 To the wild flood did sovereign Fortune say,
 Thus far advance, and here thy billows stay :
 Be this thy barrier, this enclosing sand
 Thou shalt not pass, nor overflow the land ?
 And do the waves revere her high command ?

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Did chymic chance the furnaces prepare,
 Raise all the labour-houses of the air,
 And lay crude vapours in digestion there ?
 Where nature is employ'd, with wond'rous skill,
 To draw her spirits, and her drops distil ;
 Meteors for various purposes to form :
 The breeze, to cheer ; to terrify, the storm ;
 Did she extend the gloomy clouds on high,
 Where all th' amazing fireworks of the sky
 In unconcocted seeds fermenting lie ?
 Till the imprison'd flames are ripe for birth,
 And ruddy bolts exploded wound the earth ;
 What ready hand applies the kindled match,
 Which evening trains of unctuous vapours catch ;
 Whence shoots with lambent flight the falling star,
 And flames unhurtful hovering dance in air ?
 What curious loom does chance by evening spread ?
 With what fine shuttle weave the virgin's thread,
 Which, like the spider's net, hangs on the grassy mead ?
 Let us the moulds to fashion meteors know,
 How these produce the hail, and those the snow ?
 What gave the exhalations wings to rise,
 To leave their centre and possess the skies ?

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NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(September—October.)

RETROSPECTIVE AND MISCELLANEOUS.

THE Convention of Cintra has astonished, and still continues to perplex every one, as much as the appointment of Sir Hew Dalrymple to the chief command astonished himself, when he first received it at the Government House, Gibraltar. The City has exercised its high privilege of petitioning the king to direct an inquiry to be made into an event which

appears to throw such disgrace on our arms and character. The papers in the interest of government have deprecated this conduct in the metropolis; and, in the mean time, the arrival of Sir Arthur Wellesley and of Sir Hew keeps the public mind on the tip-toe of expectation..

In the Times of October 27, it is said, that "there really is a secret article existing in the treaty, to the following effect, 'that the enemy shall carry away none of his plunder.' We know not in what terms we ought to treat this discovery, but we think it will be evident to every one, that it greatly enhances the disgrace in which our commanders have involved their country. We have hitherto complained of the convention only as favouring our enemies, as insulting our allies, and as tarnishing the splendour of our own arms: but it is worse than all these, it is an offence against social order, a transgression of the laws which bind men together in civil society, to acknowledge *publicly* the validity of acquisitions made by violence, rapacity, and outrage, while we *secretly* stipulate for the relinquishment of property thus obtained: for we thus give dishonesty the benefit of our open sanction and example, while we privately own that it is against our perceptions of moral rectitude, and repugnant to our feelings of integrity and honour. Men over-awed by power, or oppressed by tyranny, have been known to do this; but it is our peculiar fate that a glorious victory has sunk us into such a state of degradation, that our commanders have been forced to publish one part of their treaties, which affects their own reputation, and to conceal another, of which the bare submission to concealment is most debasing. Let the secret treaty, however, come forward. It can prove nothing favourable to those who negotiated it; but, on the contrary, such a juggle and understanding between the commanders of hostile armies as have not often been heard of."

We sincerely congratulate both the naval profession, and the country at large, on the merited honour which Admiral, now Sir Richard Goodwin Keates, has received from his sovereign, in being created one of the knights companions of the most honourable order of the Bath. Should the war continue, we hope one day to see this great officer with his flag hoisted in the Mediterranean—a station that more particularly than any other requires great professional and political talents.

Captain B. Hallowell, one of the select band who followed Nelson to the Nile, and who particularly distinguished himself in that overthrow of republican pride and ambition, has sailed for the Mediterranean in the Tigre.

Our readers will peruse with much pleasure in the Letters on Service, the account which is given by Captain John Stewart of the Sea-horse, off Skyro, July 6, 1808, of his gallant and skilful attack on two Turkish men of war and a galley, who were coming round the east end of the Island of Scopolo. The desperate and cruel character of the Turkish commanders is well known to such of our officers as have fallen in with them. This action began at half-past nine at night, and continued till a quarter past one. At day-light Captain Stewart took possession of the *Badere Zaffer*, a fine Turkish frigate of the largest dimensions, carrying fifty-two long brass guns, 24 pounders on the main-deck, except two which were 40 pounders, and 12 pounders on the quarter-deck and fore-castle. Her captain, Scanderli Kichuc Alli, was only

prevented by his own people from blowing her up: his loss was 165 killed, and 195 wounded.

The *Moniteur* made the following comments on this action, so consistent with the deplorable character of the present French government. It betrays the peevish abuse of a weak and malevolent mind, endeavouring by petulance and insolent assertion to bear down the truth.—“*Extract from the English Papers:*

“A vessel arrived from Malta has brought an account of a most gallant and successful action fought by the *Sea-horse* frigate, Captain Stewart, off the Dardanelles, with three Turkish frigates, one of which carried 50 guns, and the two others 44 each. That of 50 guns was taken and brought into Malta. One of the forty-fours was sunk, and the other escaped. The Turks are said to have lost 200 killed and 300 wounded. We had 6 killed and 5 wounded.”

“What a brilliant triumph is this! What mischief have the Turks done you, that you should declare war against them? Their crime has been that they did not suffer you to burn their seraglio and their capital. If you continue your system of self-interest, hypocrisy, and perfidy; if you assist your new allies sincerely, and at the hazard of your entire force, then we may easily predict to all Europe, that your subjection is at no great distance, and that it will very shortly follow the annihilation of your armies.”

Let our brave countrymen, who in our navy and army are now fighting the battles of the civilized world, read, if they can with calmness, the following passages

“Nothing can be more agreeable to the French upon the continent than to see the English at last throwing off the mask, and entering the lists in their own proper persons. Would to God that eighty thousand, that a hundred thousand English would present themselves before us in the open field! The continent has at all times been their grave. Should they have sufficient confidence to advance to any distance from their ships, the people of England will, in their turn, learn to deplore the calamities of war. Their gold shall be moistened with blood and tears.”

The arrival of French and Russian messengers just as this part of the *Chronicle* was going to press, occasioned various conjectures. A cabinet council was held, October 25, which was attended by all the ministers in town. At the council the despatches received on Friday the 21st (the day on which Nelson triumphed and fell, off Trafalgar), were taken into consideration. No answer has yet been sent; and we may expect that if our government should determine on sending one, it will be forwarded with an English flag of *truce*.

Another most admirable Spanish manifesto, addressed to Europe in general, has been published by Antonio Mordella Spotorno, a merchant in Carthagena.

A Spanish junta is still assembled amidst the smoking ruins of Bilboa, who have dared to tell their countrymen, through the mouth of their president, Adm. MASSAREDO, that all their “distresses, and all those which the whole kingdom yet suffers, have arisen from the errors into which the general feel-

ings have been led away, and by giving more weight to individual passions, than to reason and the common good; and these, (say they) have risen to such a height, that the cries of widows, the lamentations of children, the miseries of misguided families, and general desolation are counted as nothing." And who has inflicted these miseries? Who has committed this general devastation throughout Spain? One by whom indeed the cries of widows, and the lamentations of children, are counted as nothing.

The king of the two Sicilies arrived at Naples on the 6th September. Letters from that city state, that on the 16th of the preceding month twelve sail of enemy's vessels appeared off Garace, in Calabria; but the people having assembled to defend the most exposed points, they thought fit to stand out again to sea. One Valupto, who had been included in the amnesty, having uttered some improper and seditious expressions, fell a victim to the fury of the populace, who threatened with a similar punishment every one that should follow his example.

The French have lately built and launched a ship of the line at Genoa; but attempts had been made to destroy her, since which time she has been constantly guarded by soldiers.

The Transport Board continues to engage large coppered ships for long voyages. Many of those vessels are to proceed to India for the purpose of bringing home hemp, the directors of the East India Company having engaged to furnish government with *twenty thousand tons of hemp* annually for the next three years, the whole of which is to be brought home in ships especially fitted and prepared for the purpose, so as to prevent the articles from imbibing an improper heat on their voyage to England.

The culture of hemp is rapidly extending in Canada; and there is much reason to hope, that in a few years we shall, through this medium, be rendered independent of the foreign markets.

Letters on Service,

Copied verbatim from the LONDON GAZETTE:

ADMIRALTY-OFFICE, SEPTEMBER 27, 1808.

Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, at Gibraltar, August 27, 1808.

SIR,

I ENCLOSE, for the information of the Lords Commissioners of the Admiralty, the copy of a letter I have received from Lord Cochrane, captain of his majesty's ship the *Imperieuse*, giving an account of the surrender of the castle of Mongal (a fort on the coast of Catalonia, in possession of the French), to his majesty's ship under his command, which his lordship had subsequently destroyed, after having delivered the principal part of the military stores to the Spanish militia.

I have great pleasure in transmitting this information to their lordships, as it points out one of the many instances in which his majesty's ships on

the eastern coast of Spain have rendered effectual aid to the patriot Spaniards, in resisting and driving the enemy out of their country, and of the zeal and indefatigable industry with which Captain Lord Cochrane engages in that service.

Captain Otway, of the *Montague*, landed at Rosas Bay a party of marines in aid of the Spanish peasantry, to oppose a French force which was approaching to attack that fortress on the 28d ult. and obliged the enemy to retire.

I am, &c.

COLLINGWOOD.

His Majesty's Ship Imperieuse, off Mongal,
31st July, 1808.

MY LORD,

The castle of Mongal, an important post, completely commanding a pass in the road from Barcelona to Gerona, which the French are now besieging, and the only one between those towns occupied by the enemy, surrendered this morning to his majesty's ship under my command. The Spanish militia behaved admirably, in carrying an out-post on a neighbouring hill. Lieutenant Hone, with the marines, took possession of the castle, which, by means of powder, is now levelled with the ground. The rocks there are blown down into the road, which in many other places is rendered impassable to artillery without a very heavy loss of men, if they determine to repair them.

I enclose to your lordship a list of the prisoners, and of the material part of military stores; all that could be of use to the Spanish militia has been delivered to them.

I have the honour to be, &c.

Right Hon. Lord Collingwood,
Commander-in-chief, &c.

COCHRANE.

1 captain, 1 lieutenant, 2 serjeants, 8 corporals (7 wounded), 5 gunners (2 killed), and 54 soldiers.—Total, 71.

5 cannon, 80 muskets, 80 bayonets, 80 cartouches, 500 cannon balls, 13 barrels of powder, and cartridges, &c.

Copy of a Letter from Rear-admiral the Hon. Sir Alexander Cochrane, K.B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. W. Pole, dated on board the Belleisle, St. John's Road, Antigua, 6th August, 1808.

SIR,

I have great pleasure in enclosing, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Beaver, of his majesty's ship *Acasta*, acquainting me with the capture of a very fine French corvette, of sixteen twenty-four-pounder carronades, and two long sixes. It is my intention to take her into the service, and name her the *Pert*, until their lordship's pleasure is known.

I have the honour to be, &c.

ALEX. COCHRANE.

His Majesty's Ship Acasta, off la Guira,
17th July, 1808.

SIR,

I beg leave to inform you, that le *Serpent*, French national brig, of eighteen guns, and one hundred and four men, commanded by Mons. Lamanon, enseigne de vaisseau, was this day captured off la Guira, by his majesty's ship *Acasta*.

I am, &c.

P. BEAVER.

To the Hon. Sir A. Cochrane, Rear-admiral
of the White, &c.

SEPTEMBER 30.

His majesty has been pleased, by his order in council of the 28th inst. to confer upon the masters of his royal navy the rank of lieutenants, according to the following regulations, viz. That they shall take rank in the ships of which they shall be warranted masters, immediately after the junior lieutenants of such ships; and that they shall have precedence in rank of surgeons of the navy.

OCTOBER 4.

Copy of a Letter from Vice-admiral Campbell, Commander-in-chief of his Majesty's Ships and Vessels in the Downs, to the Hon. W. W. Pole, dated on board the Princess of Orange at that anchorage, the 3d instant.

SIR,

Enclosed I transmit, for their lordships' information, a letter I have received from Captain Newcombe, of the Beagle, stating his having captured le Hazard French privateer, of fourteen guns, and forty-nine men, after a chase of three hours. I have the honour to be, &c.

GEO. CAMPBELL.

SIR,

His Majesty's Sloop Beagle, at Sea, Oct. 3, 1808.

I beg leave to acquaint you, that, from the violence of the gale yesterday, I was compelled to stand over on the English coast from my station off Boulogne; and at eleven P.M. the Beagle fell in with and captured, after a chase of three hours, le Hazard French privateer, of fourteen guns, and forty-nine men, commanded by Joseph Marie Le Long, the South Foreland then bearing N.E. by E about four leagues. One of their men received a mortal wound. It appears she sailed from Dieppe yesterday morning; and, in the early part of the night, captured the two light colliers named in the margin;* the master and mate of the latter were on board the lugger. My pursuit of the captured vessels was fruitless, from our being many leagues to leeward, and five hours had elapsed since their falling into the hands of the enemy.

I have the honour to be, &c.

FRANCIS NEWCOMBE.

To Commodore Owen, &c.

OCTOBER 8.

Vice-admiral Vashon, commander-in-chief on the eastern coast of Scotland, has transmitted to this office a letter from Sub-lieutenant Charles Balfour, commanding his majesty's gun-vessel the Basilisk, giving an account of his having, on the 30th ultimo, when convoying some trade to Shetland, captured the Danish cutter privateer Don Flinkke, of four twelve-pounder-carronades and two swivels, and twenty-four men.

OCTOBER 18.

Copy of a Letter from Vice-admiral Vashon, Commander-in-chief of his Majesty's Ships and Vessels at Leith, to the Hon. W. W. Pole, dated on board the Ardent, in Leith Roads, 13th instant.

SIR,

Herewith I transmit, for the information of the Lords Commissioners of the Admiralty, a letter which I have received from Captain Farquhar, of his majesty's ship Ariadne, giving an account of the capture of the Danish

* Trinity Yacht and Assistance.

tutter privateer Høvneseu, of four guns and twenty-one men, from Stavanger, out four days, but had made no capture. I am, &c.

J. VASHON, Vice-admiral.

*His Majesty's Ship Ariadne, October 4, 1808,
lat. 59 deg. 30 min. long. 1 deg. 30 min. E.*

SIR,

I beg to acquaint you, that I have this day captured the Danish cutter privateer Høvneseu, commanded by Abraham Steendal, carrying four carriage guns, and twenty-one men. She belongs to Christiansand, but last from Stavanger; four days out, and has not made any capture.

I am, &c.

Vice-admiral Vashon, &c.

ARTHUR FARQUHAR.

OCTOBER 22.

Copy of a Letter from Captain R. Hawkins, of his Majesty's Ship Minerva, to Admiral Lord Gambier, dated Corunna, September 25, 1808.

MY LORD,

I beg leave to inform you, that in execution of your lordship's orders on the 23d instant, in lat. 45 deg. 35 min. long. 9 deg. 19 min. west, I fell in with and chased a brig near twenty-five leagues to the S.W. Soon after I came within shot of her; had fired at her twice; she hoisted French colours, and shortly after overset, the wind having freshened to a heavy gale. I immediately brought to, and sent the barge with Mr. Carter, master's mate, to endeavour to save the people; they succeeded, by great exertion, in saving sixteen of the crew; they informed us (the captain and officers being drowned), that she was the Josephina letter of marque, pierced for eighteen guns, and mounting eight, with fifty men, from St. Sebastian, bound to Guadaloupe, with a cargo of flour, brandy, wine, and clothing; and intended, after delivering her cargo, to cruise against our trade in the West Indies; she was a very fast sailing vessel, has been long employed as a privateer, and done considerable mischief.

I have the honour to be, &c.

R. HAWKINS, Captain.

OCTOBER 25.

Copy of a Letter from Vice-admiral Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, off Cape Pallas, the 5th of September, 1808.

SIR,

I enclose, for the information of the Lords Commissioners of the Admiralty, two letters which I have received from Captain Stewart, of his majesty's ship the Seahorse, dated the 6th and 8th of July, giving the account of his having fallen in with a large Turkish frigate and corvette on the evening of the 5th of that month, off the island of Scopolo, and, after a severe action, taken the Badere Zaffer, a Turkish frigate, of fifty-two guns, and five hundred men: the corvette was not seen in the morning.

The example which Captain Stewart has given in this action of gallantry and of skill, by which his own ship was so well preserved, while his opponent was ruined, must be highly gratifying to their lordships, and marks the highest state of discipline of his ship, and the ability of the officers who conducted it.

I enclose also a letter from Captain Hepenstall, of his majesty's sloop Kingfisher, of the 27th of June, informing me he had captured a French letter of marque, the Hercule, of twelve guns and fifty-seven men, off the coast of Caramania.

I am, &c.

COLLINGWOOD.

*His Majesty's Ship Seahorse, off Skyro,
July 6, 1808.*

MY LORD,

I have the honour to inform your lordship, that yesterday evening we observed two Turkish men of war and a galley coming round the east end of the island of Scopolo, towards which we immediately made sail. On coming near enough to make out that they were both single-decked ships, I determined to bring them to action, having every confidence in the officers and crew of this ship. The action began at half-past nine, the Turks going a little off the wind under easy sail, and continually endeavouring to run us on board; indeed I early saw that their chief attention was directed to this object, and as the largest ship appeared of great force and full of men, I kept this ship in a position not to be boarded. At ten o'clock, observing a good opportunity of more particularly attacking the small ship to advantage, we dropped alongside of her, and after a quarter of an hour's hot fire, at half pistol-shot distance, her fire having totally ceased, we left her in a state of the greatest distress and confusion, with her sails mostly down, and just before we had left her she had partially blown up forward. By this time the large frigate, which, from having fallen a little to leeward, had not been able to assist her consort, had again got pretty close up, and the action between us soon recommenced; still so obstinate was the resistance of the Turks, that it was not till a quarter past one we rendered her a motionless wreck. As they now would neither answer nor fire, I conceived it most prudent, knowing the character of the people, to wait for daylight to send on board her. At daylight, observing her colours upon the stump of the mizen-mast, we poured a broadside into her stern, when she struck, and I had the pleasure to take possession of the *Badere Zafer*, a very fine frigate, of the largest dimensions, carrying fifty-two long brass guns, twenty-four pounders, on the main deck, except two, which are forty-two pounders, and twelve-pounders on the quarter-deck and fore-castle. She had a complement of five hundred men, and was commanded by Captain Scanderli Kichuc Alli, who, I am informed, was only prevented by his own people from blowing her up. Her loss in killed and wounded is prodigious, one hundred and sixty-five killed, and one hundred and ninety-five wounded; ours comparatively small, five killed and ten wounded. Our mizen-mast fell soon after the action, which is the greatest injury we have sustained. The other ship was named the *Ahs Fezan*, carrying twenty-four thirteen-pounders, and two mortars, commanded by Captain Daragardi Alli, with a complement of two hundred and thirty men. I understand they took most of the men out of the galley before the action, and sent her away.

Having now, my lord, given you the details of this affair, there only remains the pleasant office of recommending to you the officers and ship's company, who, during a tedious night action, where much depended upon working the sails as well as the guns, behaved in a manner to command my most gratitude. The disparity of force, with the loss in the enemy's ships, will prove the greatness of their exertions, to which I shall add, that thirty men were absent from the ship. Mr. Downie, the first lieutenant, is an officer of merit, ability, and experience; and I beg strongly to recommend him to your lordship's protection for promotion. Mr. Lester, master's mate, who has passed, is also very deserving of promotion. Thomas Hully, gunner's mate, and an excellent man, acted as gunner; and, from his conduct, is very deserving of such a situation.

I am now proceeding with the prize for any port I can first get into among the islands, as it is with difficulty we can keep her above water.

I have the honour to be, &c.

JOHN STEWART.

The Right Hon. Lord Collingwood, Commander-in-chief, &c.

*On board his Majesty's Sloop Kingsfisher, off the
Coast of Caramania, Cape Blane bearing N.W.
by N. ten Leagues, June 27, 1808.*

MY LORD,

It is with great pleasure I have the honour to inform you, that, at daylight this morning, I saw a large sail in the S.W. which I immediately went in chase of, and, with the assistance of the sweeps, the wind being very light, at twelve o'clock I had the satisfaction of arriving up within gun-shot of the chase, who had hoisted French colours, when I commenced firing on her, which she returned very warmly, and, after a running fight of one hour, she struck. She proves to be le *Hercule*, a very fine new French ship letter of marque, with a cargo of cotton on board, from Aleppo and Cyprus, bound to Marseilles or Genoa, armed with twelve guns, eighteens, twelves, and eights; manned with fifty-seven men; commanded by Mons. Gerome Cavassa, a member of the Legion of Honour. I am happy in being able to say, that I have every reason to be pleased with the steady, excellent conduct of Mr. R. Staudish, first lieutenant, the other officers, and ship's company on this occasion. I had but one man slightly wounded, but suffered very much in the yards and running rigging; the enemy had one man killed and three wounded.

I have the honour to be, &c.

W. HEPPENSTALL.

Vice-admiral Lord Collingwood, &c.

*Copy of another Letter from Vice-admiral Lord Collingwood, to the Hon.
W. W. Pole, dated on board the Ocean, at Sea, the 1st of Sept. 1808.*

SIR,

I have the pleasure to enclose, to be laid before my Lords Commissioners of the Admiralty, the copy of a letter transmitted to me by Vice-admiral Thornborough from Captain Rosenbagen, of his majesty's ship the *Volage*, giving an account of that ship having captured, on the 28th of July last, the French brig of war *Requin*, of sixteen guns (pierced for eighteen), commanded by the captain-of-frigate *Berar*, with a complement of one hundred and eight men.

As this vessel is represented to be nearly new, and fit for his majesty's service, I proposed causing her to be taken into it, if she is found so on survey.

I also transmit a letter, with its enclosure, which I have received from the Hon. Captain Duncan, of his majesty's ship *Porcupine*, who on several former occasions has praised, in the highest terms, the ability and zeal evinced by Lieutenant Price, in conducting similar successful enterprises against the enemy.

I am, &c.

COLLINGWOOD.

*His Majesty's Ship Volage, Agincourt Sound,
8th August, 1808.*

SIR,

I have the honour to inform you, that I arrived here yesterday morning with le *Requin*, French brig, of sixteen guns, and one hundred and eight men, which I had the good fortune to fall in with in the morning of the 28th ultimo, a little to the northward of Corsica, and captured her, after a hard chase of nine hours, in which her boats, boom, and anchors were thrown overboard.

She is commanded by Capitaine-de-frégate *Berar*, member of the Legion of Honour, and had left Ajaccio only the morning before we fell in with her, having put in there on her way from Algiers to Toulon, with three

prizes taken on her passage. She is a very fine brig, pierced for eighteen guns, built at Rochefort only fourteen months since, and is the same which the Wizard engaged some time ago.

The number of prisoners I have on board will make it necessary for me to go to Malta; but I shall return to my station without delay.

I have the honour to be, &c.

O. L. J. ROSENHAGEN.

Vice-admiral Thornborough, &c.

Two of the brig's prizes belonged to the Lavinia and Spartan, whose crews were recaptured.

His Majesty's Ship Porcupine, at Sea,

July 14, 1808.

MY LORD,

I have the honour to inform your lordship, that on the morning of the 9th instant, being off Mount Circello, on the coast of Romania, I observed two French gun-boats, with a merchant vessel under convoy, going along shore to the westward; as the ship was becalmed, I sent Lieutenant Price with the boats in pursuit of them; after a row of eight hours in a hot sun, he drove the latter on shore, and forced the gun-boats to take shelter under the batteries of Port Dango. At this time, seeing three very suspicious vessels coming down with a fresh breeze from the westward, I was obliged to recall him; but before we could cut them off, they also got into the same harbour. Next morning I observed that one of them, a large Polacre ship, lay further out than the others, and having reconnoitred, thought it possible to take her; I was the more induced to try it, from a wish to give a check to the trade along this coast, which, they think, from their numerous batteries, they can carry on without molestation. As soon as it was dark the boats went in, under the command of Lieutenant Price, and, from under the heaviest fire I ever saw, brought her out. She carries eight long six-pounder guns, and had on board between twenty and thirty men, from Hieres Bay, bound to Naples, with salt.

When I consider that this vessel was moored to a beach, lined with French soldiers, within pistol-shot of two batteries and a tower, and of three gun-boats, carrying each a twenty-four-pounder and thirty men; that, from the baffling winds, she was an hour and twenty minutes before she got out of range of grape, and that the enemy were at first perfectly prepared for the attack, I cannot find words to express my admiration at the intrepid conduct of all the officers, seamen, and marines employed in it.

I am sure that the services of Lieutenant Price, he having been more than thirty times in action with the boats of this ship since October last, and his sufferings on this occasion, being severely wounded on the head and right leg, will be a sufficient excuse for my requesting, in the strongest terms, that your lordship will recommend this gallant officer to the consideration of the Lords of the Admiralty.

Enclosed are the names of the officers employed in the boats, and a list of the wounded, all of whom, I am happy to say, are likely to do well; fortunately we had none killed.

I am, &c.

HENRY DUNCAN, Captain,

The Right Hon. Lord Collingwood, Vice-admiral of the Red, Commander-in-chief.

Names of the Officers employed in the Boats of his Majesty's Ship Porcupine, on the Night of the 10th of July, 1808.

George Price, first lieutenant; Francis Smith (2), second lieutenant; James Renwick, lieutenant of royal marines; Messrs. Barry, Featherstone, Wilkes, Adams, and Butler, midshipmen; Mr. Anderson, captain's clerk.

List of the Officers, Seamen, and Marines wounded in the Boats of his Majesty's Ship Porcupine, on the Night of the 10th of July, 1808.

Lieutenant George Price, severely; John O'Brien Butler, midshipman, severely; John Campbell, second master's mate, ditto; James Lewis, able, ditto; Joseph Germain, ordinary, ditto; Edward Edwards, able, slightly; James Rogers, private of marines, severely; William Mitchell, private of marines, slightly.

HENRY DUNCAN.

Vice-admiral Vashon, commander-in-chief at Leith, has transmitted to the Hon. William Wellesley Pole two letters from Captains Baugh and Dix, of his majesty's sloops *Clio* and *Cygnat*, of which the following are copies:—

*His Majesty's Sloop Clio, Leith Roads,
12th October, 1808.*

SIR,

I beg leave to inform you, that, on the 21st ult. whilst cruising off Fleckoro, I captured a small Danish privateer, with six guns and eleven men.

I have, &c.

T. F. BAUGH, Commander.

Vice-admiral Vashon, &c.

*His Majesty's Sloop Cygnat, at Sea,
4th October, 1808.*

SIR,

I captured, this day, after a chase of five hours, Bergen bearing E. by S. twenty-three leagues, the Danish sloop privateer *Giengielderen*, of four guns and twenty-five men; out three days, without having made any captures. The *Giengielderen* was fitted at Bergen for a cruise of eight weeks on the coast of Scotland.

I have, &c.

EDWARD DIX.

*To James Vashon, Esq. Vice-admiral of
the Blue, &c. Leith.*

Promotions and Appointments.

Rear-admiral Sir Samuel Hood, K.B. has received his majesty's permission to wear the Grand Cross of the order of the Sword, conferred upon him by his Swedish majesty; and also that Captains Martin and Thompson should accept and bear the knighthood of that order.

His majesty has been pleased to confer on Rear-admiral Buller and the heirs male of his body lawfully begotten, the title of a baronet of the united kingdom of Great Britain and Ireland.

His majesty has been pleased to confer on Rear-admiral Keats, the honourable order of the Bath.

Rear-admiral Sir Richard Strachan is appointed to the command of his majesty's fleet in the Baltic, *vice* Sir James Saumarez, retired, from ill health.

Captain Daly, who so nobly fought the *Comet* fire-ship against three of the enemy's corvettes bound to Martinique, has been promoted to the rank of post captain.

Captain Sir Charles Brisbane is appointed governor of the island of St. Vincent, in the West Indies.

Captain T. F. Kennedy is appointed to command his majesty's sloop *Cordelia*; Captain Alexander to the *Colossus*, *vice* Morris; Captain Columbine to the *Solebay*; Captain Gill to the *Onyx*; Captain W. R. Smith to the *Hunter*, on the Jamaica station; Captain E. Rushworth to the

Captain; Captain Revans to the *Iyra*, at Deptford; Captain Christopher is appointed to command the *Dolphin*, of 44 guns; Captain Temple to the *Crescent*; Captain Christopher Watson to the *Dolphin*, of 44 guns, at Deptford; Captain Alexander Robert Kerr to the *Valiant*, *vice* Young; Captain J. Pearce to the *Hope*; Captain Henry Probyn to the *Blossom*; Captain Henry Folkes Edgell to the *Cornelia*; Captain Matthew Foster to the *Majestic*; Captain Thomas Brown to the *Inflexible*; Captain John Foyce to the *Redpole*; Captain Spelman Swaine to the *Helycon*; Captain Martin White to the *Vulture*; and Captain Benjamin Crispin to the *Leveret*.

Captain John Bligh, nephew of Admiral Bligh, has been removed from the *Alfred* to the command of his majesty's ship *Ardent*.

Lieutenant Joseph Coxwell is appointed to command the *Sandwich* prison-ship; Henry Thomas Shewen to the *Caliope*; Thomas Gwillam to the *Inflexible*; Matthew Belchier to the *Rinaldo*; Clifton Curtis to ditto; George Young to the *Britomart*; David Swan to the *Neptune*; George Vallack to the *Illustrious*; James Shepherd to the *Goshawk*; Hugh Pearson to the *Arethusa*; George Elliott to the *Chanticleer*; Bevis Thelwall to the *Rattler*; Joseph S. Tetley to the *Solebay*; John Roberts (3) to the *Ned Elvin*; Frederick Brodie to the *Salvador del Mundo*; Lieutenant Donnithorne to the *Venus* (Danish); Robert Turner to the *Majestic*; John Foyce to the *Chanticleer*; Henry Harris to the *Arethusa*; John Fullton to the *Princess Carolina*; Andrew Pidgley to the *Princess Charlotte*; John B. Smith to the *Surinam*; Thomas Simpson (3) to the *Combatant*; Charles Spence to the *St. George*; Augustus Parkyns to the *Inflexible*; James Brookbank to the *Mercurius*; Martin St. Prix to ditto; Abraham Hughes to the *Halcyon*; Thomas Connell to the *Gannett*; John Manton to the *Redpole*; Christopher C. Askew to ditto; Frederick Joseph Leroux to the *Cordelia*; Thomas W. Kent to the *Leveret*; George M'Guise to the *Venus*; Wm. Edwards (1) to the *Pelorus*; John Luckraft to the *Ned Elvin*; Thomas Goble to the *Sparrow*; Thomas Smith (2) to the *Iyra*; George Brooks to the *Britomart*; George Canning to the *Centaur*; Thomas Blake to the *Caliope*; George Kippen to the *Defiance*; Joseph Beckett to the *Agincourt*; Charles Crowdy to the *Cornelia*; Thomas Kerwan to the *Crescent*; Hector A. M'Lean to ditto; Henry Stokes to ditto; George W. Larman to the *Agincourt*; David St. Clair to the *Cornelia*; Henry Wm. Bishop to the *Achille*; William Cuthbert to the *Rinaldo*; Richard Novoselski to the *Cordelia*; and Charles Daniel Castle to the *Helicon*.

A list of midshipmen passed for lieutenants on the 5th of October:—John Phepoe, Robert Drummond, Henry Sheridan, John C. Snell, H. W. Bailey, R. M. Teed, W. P. Furze, James Guttery, C. G. Stevenson, Charles Dav, William Johnson, William Hanby; 12th October, 1808, the Hon. C. L. Inby.

Surgeons appointed.

Dr. Veitch is appointed by the Lords Commissioners of the Admiralty to be surgeon of the naval hospital at Antigua, *vice* Cuning, deceased.

Dr. John Clifford is appointed to be surgeon of the naval hospital at Halifax, Nova Scotia.

Dr. Magrath, late surgeon of his majesty's ship *Victory*, with the immortal Nelson, is appointed surgeon to prisoners of war at Dartmoor.

Mr. Robert Prideaux is appointed to be surgeon of the *Lily*; John Ingledern to the *Redpole*; Charles Mayberry to the *Oux*; Thomas Marchant to the *Sybite*; Charles Esplin to the *Alexandria*; Robert Robertson to the *Kangaroo*; Robert Riddell to the *Venus*; Robert Smyth

to the Vengeance prison ship; John Richardson to the Blossom; William Boyd (1) to the Hercule; James Smith to the Lucifer; Mr. Thomas Bishop to the Demerary; Charles Rolfe to the Crescent; John Spark to the Venerable; John Macanish to the Tigre; Archibald Lang to the Cornelia; and William Henderson to the Decade.

Mr. Richard Ballahan is promoted to the rank of surgeon.

Assistant Surgeons appointed.

Mr. T. M. Parrott is appointed to the Arrow schooner; David James to the Valiant; J. H. Swan to Jamaica Hospital; Thomas Davis to the Cherokee; James Arnot to the Indignant; John Honey to the Thunderer; John Johnstone to the Royal William; James Scott to be assistant of the Endymion; George Bernard to the Zealous; Mr. Graham to the Caton; Alexander Waters to the Melville; Alexander Chalmers to the Princess Carolina; J. H. Acheson to the Malta; Richard Hobbs to the Malabar; and James Pollock to the Ruby.

BIRTHS.

On the 18th of September, at Southampton, the wife of Captain Henry Jenkins, of the royal navy, of a daughter.

On the 11th of October, at Camberwell Grove, the lady of Captain Honeyman, of the royal navy, of a son.

On the 21st of October, at Southampton, the lady of Captain J. R. Franklin, of the Hon. East India Company's service, of a son.

On the 11th of October, at his house in Great Mary-la-bonne street, the lady of Captain Rolls, of the royal navy, of a son.

MARRIAGES.

Mr. W. H. Lintott, of Rumsey, Hants, to Miss Kittoe, daughter of George Kittoe, Esq. late naval officer at the island of Antigua.

Lately, at Whitby, Mr. Nathaniel Langborne, of that place, to Miss Widowfield, of Stokesley, granddaughter to the late gallant Captain Hornby, of the ship Wrightson and Isabella, who, with five men and three boys, fought a French privateer, of ten carriage and eight swivel guns, and 75 men, for six hours, when the latter blew up; for which gallant conduct he received a gold chain and medal from the hands of George III. as a reward for his bravery.

On the 30th of September, at Kingston Church, after a *protracted* courtship of *three days*, Mr. Page, who had lately returned from sea, to Widow Knight, near Kingston Cross.—When they returned home, after the marriage ceremony was performed, this brave son of Neptune threw a *bundle* of bank notes into the lap of his fair bride. The acquaintance arose, in his accidentally observing her put up her window shutters, when he very politely tendered his assistance, and afterwards his person, *till breath should cease*.

OBITUARY.

Gosport, October 25th, 1808.

"A constant reader" of the NAVAL CHRONICLE presents his most sincere good wishes to the Editor, and submits the following for his judgment,

if worthy of insertion, in his next month's (or, if not in time, in his December's) Naval Chronicle.

Drowned, in Yarmouth roads, on the night of the 19th of October, Captain Charles Harford, of his majesty's sloop *Chanticleer*, aged about 28 years. The circumstances attending this most melancholy catastrophe are as follow:—Captain Harford being unacquainted (having just arrived) with the rules of the port admiral, which prohibits boats landing or going off in foul weather, after sunset, or when a certain flag is hoisted, was returning to his ship on the above evening, when a squall upset the boat. * “The captain, the master, and Mr. Poor, midshipman, continued on the keel of the boat from six o'clock until nine, when the captain and Mr. Poor left the boat, and were seen no more; the master, by his repeated cries, was saved, by boats which put off from the shore. Thus perished, in the very prime of life, an officer who promised fair to be one of the greatest ornaments to the service—as an officer, brave, resolute, and humane—as a friend, sincere, warm, and affectionate—as a companion, mild, affable, and unassuming: there was not a dry eye in the ship when the awful circumstance was made known; never was a mortal more universally beloved: he belongs to the respectable family of the same name in Bristol. He had long most earnestly solicited employment, and was appointed to the *Chanticleer* in August last: he fitted her out, and repaired to North Yarmouth, where he met his ill-timed death; and on being washed on shore, was there interred, with all military honours, by Vice-admiral Douglas. His untimely death, it is hoped, will prove a warning to others, not to trust themselves under sail in such dangerous roadsteads in dark or blowing weather. The gig which Captain Harford was upset in was one allowed by government to the *Chanticleer*,† which, being a particularly constructed vessel, had gigs allowed in lieu of the other larger boats usually made use of in sloops of war.”

Drowned, at the same time as Captain Harford, Mr. John Poor, midshipman, aged about 16; a youth of most amiable character, and who, from the great abilities he shewed at this early age, promised to be every thing great and good.

At Mount Tiviot, on the 20th of September, John Elliot, Esq. admiral of the red.

Lately, was drowned in the Downs, by the Bombay's boat upsetting, Lieutenant Allcott, of that ship, and Mr. Thompson, boatswain.

Lately, at Greenwich, Lieutenant Jago, of the royal navy, at an advanced age.

Lately, at Calcutta, Captain Thomas Spence, late of the *Diamond* frigate, universally lamented.

At Exeter, Devon, Lieutenant Henry Rice, of the royal navy.

Lately, the Rev. George Thompson, 41 years chaplain to the Trinity House, Hull.

At Weedon Lodge, Bucks; the lady of Captain Humphreys, of the royal navy.

At Canterbury, Mrs. M. Hodges, relict of Captain J. Hodges, of the royal navy.

* The following part is from the account of an officer on board.

† This is mentioned, as many people erroneously suppose it was a gig of Captain Harford's own choice.

MEMOIR OF THE PUBLIC SERVICES
OF THE LATE
SIR HYDE PARKER, BART.

VICE-ADMIRAL OF THE BLUE SQUADRON.

"The waves have spent their fury;
The sea-nymphs in their pearly caves
From future storms secure you."

CUMBERLAND.

THE gentleman, to whom the following particulars relate, was the father of Sir Hyde Parker, Knt. whose services are recorded in the fifth volume of the *NAVAL CHRONICLE*;* and who, having attained the rank of admiral of the red squadron, died on the 16th of March, 1807.†

Mr. Parker was the descendant of an ancient and highly respectable family, which is understood to have settled at Hoberton, in Devonshire, early in the fifteenth century.‡ He was the second son of the Rev. Hyde Parker, rector of Tredington, in Worcestershire, who married the daughter of a Mr. Reeves; and grandson of Sir Henry Parker, Bart. by Margaret, the daughter of Dr. Alexander Hyde, bishop of Salisbury.

His earlier services are unrecorded; but, on the 16th of Jan. 1744-5, he was promoted to the rank of lieutenant. The time of his holding the intermediate rank of commander must have been short; as, on the 24th of March, 1747-8, he was made post, in the *Lively* frigate. It was on board the *Lively*, that his son first entered the service.§ In 1757, he commanded the *Squirrel*, of 20 guns; but, whilst in this ship, he is mentioned only as having stopped, at Embden, a considerable quantity of forage, which was

* *Vide* page 281, *et seq.*

† *NAVAL CHRONICLE*, Vol. XVII. page 263.

‡ One branch of the family removed from Hoberton, about the year 1600, to Boringdon and Saltram, in the same county, the heir of which branch is Lord Boringdon.

§ *Vide* *NAVAL CHRONICLE*, Vol. V. page 281.

intended for the use of the French army ; and, by the following memorandum, as the captor of the *America* :—

“ The right honourable the lords of appeal heard council on the ship *America*, Lewis Perret, taken by his majesty's ship the *Squirrel*, Hyde Parker, Esq. commander ; when their lordships pronounced, that the ship *America* in question in this cause, having been freighted on French account, and employed in a voyage to St. Domingo, a French settlement in the West Indies ; having delivered her outward-bound cargo with permission of the French governor there, and her homeward-bound cargo having been put on board after a survey, subject to the payment of the several duties, customs, and penalties agreeable to the laws of France, the master having also destroyed the bill of lading, with many other of the ship's papers, and the cargo found on board being admitted to be the property of French subjects, declared, that the said ship ought by law to be condemned in this case as a French ship ; they therefore affirmed the sentence, condemning the ship and cargo as a prize.”

In the course of the same year (1757) Captain Parker was appointed to the *Brilliant* frigate ; and, in the month of April, 1759, whilst commanding that ship, he captured the *Basque*, a large French privateer, of 22 guns, nine-pounders, and 210 men.

In 1760, he was promoted to the *Norfolk*, of 74 guns, and sent out to the East Indies. Soon after his arrival there, he removed into the *Grafton*, of 70 guns, Rear-admiral Cornish having taken the *Norfolk* for his flag-ship. Towards the close of the year, Admiral Stevens, the commander-in-chief, was employed in the blockade of Pondicherry, whence he was driven, by a sudden and tremendous hurricane, on the 1st of January, 1761. On the 3d of that month, however, he resumed his station, having been joined by Captain Parker's ship, the *Norfolk*, with the *Grafton*, and the *Liverpool*. In the same month, Captain Parker assisted, as one of the council of war, which was convened for the purpose of answering the demand, made by Governor Pigot, that the town of Pondicherry should be delivered into the hands of the East India Company.

Captain Parker's next ship was the *Panther*, of 60 guns, into which he removed in 1762 ; and in which he served under Admiral Cornish, on the memorable and successful expedition against Manilla. It was on the 24th of September, assisted by the captains Kempenfeldt* and Brereton, that he superintended the land-

* The late unfortunate Admiral Kempenfeldt, who was lost in the *Royal George*.

ing of the troops, through a most violent surf, by which many of the boats were dashed to pieces, and a quantity of arms and ammunition was damaged.*

After the reduction of Manilla, Captain Parker, accompanied by Captain (the late Sir Richard) King, in the *Argo*, was despatched in quest of the *St. Philipina*, a rich galleon, which Admiral Cornish had been informed was on her passage from Acapulco to Manilla. The *Panther* and *Argo* sailed from Manilla on the 4th of October; and, on the 30th, they fell in with, and gave chase to, a large ship, which they took for the *St. Philipina*, but which afterwards proved to be the *Santissima Trinidad*, another galleon, larger than an English 74. She had 700 men on board; but had been dismasted in a gale of wind, and had but few guns mounted. Captain Parker, by the rapidity of a counter current, was driven amongst the *Naranjos*, reduced to the utmost hazard of wreck, and compelled to drop his anchor, to wait for the turn of the tide. Captain King continued the pursuit, and came up with the chase; but, after an encounter of two hours, was compelled to desist. During the action, however, the current slackened, Captain Parker got under weigh, gave chase a second time, got up with the enemy; and, after a continued cannonade, of upwards of two hours, he compelled him to surrender. The value of the prize, though less than that of the *St. Philipina*, is said to have been upwards of 500,000l.†

Captain Parker had no further opportunity of distinguishing himself in the East Indies; but is believed to have returned to England in the *Norfolk*, in 1764.

In consequence of the peace, which had taken place in 1763, Captain Parker, in common with many other deserving officers, remained for a considerable time unemployed. In 1772, we find him commanding the *Boston*, of 32 guns, a cruiser on the home station; and, in 1777, he was appointed to the *Invincible*, of 74 guns, one of the ships which were put into commission, in consequence of the hostile aspect of France.

* The official details of the Manilla expedition are given in our memoir of the present Admiral Cornish, nephew of the then commander of that name. *Vide NAVAL CHRONICLE*, Vol. XI. page 348.

† The particulars of this capture are given in the Vth and XIIth volumes of the *NAVAL CHRONICLE*, pages 282 and 442.

On the 23d of January, 1778, he was promoted to the rank of rear-admiral of the blue squadron; and, having hoisted his flag on board the *Royal Oak*, he was appointed second in command of the fleet which sailed to America, in June, under Vice-admiral Byron, in quest of M. d'Estaing's squadron, which had left Toulon about the middle of the preceding April. On the 3d of July the fleet was dispersed by a violent storm; and the vice-admiral, who had his flag on board the *Princess Royal*, of 98 guns, arrived alone off Sandy Hook on the 18th of August. D'Estaing was at anchor there before him, and in such a situation as to prevent him from getting either into New York or Rhode Island; in consequence of which he bore away for Halifax, which he reached in safety on the 26th.

Rear-admiral Parker, having shifted his flag into the *Conqueror*, arrived at New York on the 29th of August, carrying in with him the *Royal Oak*, *Fame*, *Sultan*, *Bedford*, and *Grafton*, but all of them in a very shattered and disabled state.

The French fleet having also sustained considerable damage, in a gale of wind, had retired to Boston, for the purpose of repairing and refitting; which having accomplished, they, at the close of the year, proceeded to the West Indies.—Vice-admiral Byron, when he had repaired the damages of his ship, formed a junction with his colleague; and, with all the force that they could collect, they followed M. d'Estaing, and arrived in the West Indies in time to prevent any farther attack from being made upon Rear-admiral Barrington. That officer, with a comparatively contemptible force, had not only withstood the utmost efforts of the French admiral, but had made himself master of St. Lucia, even in his sight. D'Estaing now retired into Port Royal, unwilling to risk a battle, at least until after the arrival of a re-enforcement, of which he was in daily expectation.

Affairs remained in this situation until the middle of June; when, a considerable homeward-bound fleet having assembled at St. Christopher's, Vice-admiral Byron, considering their safety to be an object of great importance, escorted them, with his whole force, clear of the islands. On his return to St. Lucia, on the 1st of July, he received intelligence that the island of St. Vincent had been taken by a small body of French; and that D'Estaing, who

had been joined by a strong squadron, under the command of M. de la Motte Piquet, had availed himself of the absence of the British fleet, to attack the island of Grenada. Hoping to arrive there in sufficient time to effect its relief, he immediately sailed; but, after an able and gallant defence, the island had been obliged to surrender at discretion.—At day-break, on the 6th of July, the enemy's fleet was discovered getting under sail from St. George's Bay, and stretching out to sea. When completely formed, they were found to consist of twenty-seven ships of the line, very few of which carried less than 74 guns; whilst the English had but twenty-one ships of the line, seven or eight of which carried but 64 guns each. Notwithstanding this great superiority of force on the part of the French admiral, he anxiously avoided a close action; and, though an engagement took place, in which upwards of five hundred men were killed and wounded on the part of the English, and between two and three thousand on that of the French, the result was in no respect decisive. On this occasion, Rear-admiral Parker commanded the rear division of the fleet, but was not able to get up, so as to have any share in the battle.

Soon afterwards, in consequence of the vice-admiral's return to England, the chief command devolved upon this officer, who remained upon the same station, during the winter season, with the following squadron:—

<i>Ships,</i>	<i>Guns,</i>	<i>Commanders.</i>
Princess Royal	98	{ Hyde Parker, Esq. rear-admiral of the red squadron.* Captain ———
Suffolk	74	{ Joshua Rowley, Esq. rear-admiral of the blue. Captain H. C. Christian.
Conqueror	74	——— Walter Griffith.
Magnificent	74	——— John Elphinstone.
Vengeance	74	———
Cornwall	74	——— Tim. Edwards.
Sultan	74	——— Alan Gardner.
Albion	74	——— George Bowyer.
Elizabeth	74	——— Hon. F. Maitland.
Grafton	74	——— Thomas Collingwood.
Stirling Castle.....	64	——— Ph. Carket.
Medway	60	——— Wm. Affleck.

* He had been made rear-admiral of the red in the month of February preceding.

Rear-admiral Parker's operations, in protecting the commerce of England, and in distressing that of the enemy, were extremely successful ; a considerable number of ships of large burthen, laden with provisions, ammunition, stores, and merchandize of different kinds, falling into the hands of his cruisers. At one time (on the 22d of September) seven vessels, all armed, were captured ; some of them of 600 tons burthen, and mounting 30 guns each.—Nor was his success confined merely to captures of this description ; for several frigates and ships of war were also taken. The most important of these were, the *Alcmene*, of 32 guns ; the *Compass*, of 20 ; the *Fortunée*, of 42 ; the *Blanche*, of 38 ; and the *Ellis*, of 28 ; together with the *Sphynx*, a British frigate, which had been taken by the enemy a short time before.

About eight o'clock, in the morning of the 18th of December, the *Preston* being on the look-out between Martinique and St. Lucia, was observed to be standing over, with the signal flying for having discovered a fleet. Rear-admiral Parker, who was lying with the squadron in Gros Islet Bay, immediately put to sea, and stretched over to Fort Royal. The fleet which had been seen was soon discovered to be an enemy's convoy, which, on the appearance of the British squadron in chase, was thrown into the greatest disorder. About 4 P.M. nine or ten sail of them had been run on shore on the coast of Martinique, and had been set on fire by our boats. By this time, the *Boreas* had brought a French frigate to action in Fort Royal Bay, and most probably would have carried her, had not M. de la Motte Piquet slipped his cables, with two other 74 gun ships, and borne down to her assistance ; by which manœuvre he also saved a part of the convoy. The account of this affair is thus given in the admiral's own words :—

“ On the 18th of December, the *Preston*, being between Martinico and St. Lucia to windward, made the signal for a fleet, which was no sooner observed on board the *Princess Royal*, than a signal was thrown out for the ships under my command to slip their cables and chase to windward. The captains were then assembled at a court martial, and as the ships were in a course of fitting, some lay on the heel, others had their sails unbent, and from all of them, great numbers were employed on shore in wooding and watering. Under these circumstances, the alertness and despatch with which the ships put to sea was surprising even to me, who am no stranger to the activity and briskness of English officers and seamen. As the squadron stood over for Fort Royal, the enemy's ships were discovered to be

a convoy. Before four in the afternoon nine or ten of them run themselves on shore on the island of Martinico, and were set on fire by our boats, either immediately or the next morning. About the same time I observed the Boreas engaged with a French frigate in Port Royal Bay: a French rear-admiral, with two other seventy-four gun-ships, slipped their cables and bore down upon him, which obliged the Boreas to sheer off. This dexterous manœuvre saved their frigate and some of their merchant ships. The French admiral hauled his wind in good time, and kept plying for the road."

Rear-admiral Parker returned to St. Lucia with his prizes.

In February, 1780, M. de Guichen arrived at Martinique, with a re-enforcement of seventeen ships of the line, four frigates, and three luggers; a circumstance which rendered the force of the French fleet so strikingly superior to that of the British, that the commander of the latter was under the necessity of acting merely on the defensive, until the arrival of Sir George Rodney, which took place on the 27th of March, with four ships of the line. Previously to this, the French fleet had been for several days parading in sight of the island of St. Lucia, and had retired into Fort Royal Bay, Martinique, only a few hours before Sir George Rodney joined Rear-admiral Parker, in Gros Islet Bay.

On the 2d of April, the British fleet, which was then in good order, proceeded off Fort Royal Bay, and continued there two days; but de Guichen, notwithstanding his numbers were still superior, refused to venture out. A squadron of copper-bottomed ships was therefore left to watch his motions, and the rest of the fleet returned to its anchorage in Gros Islet Bay — In the night of the 15th, the French admiral put to sea; on the 16th, he was discovered in the north-west; and, on the 17th, a general chase having been ordered, the British fleet came up with, and engaged him. The particulars of this action are so fully given in our memoir of Lord Rodney,* that we shall not here repeat them; observing only, that Rear-admiral Parker, who commanded the second, or van division, in the Princess Royal, of 90 guns, behaved with the greatest gallantry and good conduct.

It does not appear that he was engaged in the ensuing skirmishes; but, after shifting his flag into the Medway, of 60 guns, he took charge of a convoy, and returned to England.

* *Vide* NAVAL CHRONICLE, Vol. I. page 377.

On the 26th of September, in the same year (1780) he was advanced to the rank of vice-admiral of the blue. The first appointment which he received, after this promotion, was in March, 1781, when he hoisted his flag in the *Victory*, of 100 guns, as commander of a small squadron, which was ordered to cruise in the North Seas. Agreeably to a subsequent arrangement, he shifted his flag into the *Fortitude*, of 74 guns, a ship that was thought to be better adapted to the service. His squadron then consisted of the following ships:—

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
<i>Fortitude</i>	74	{ Hyde Parker, Esq. vice-admiral of the blue. Capt. W. Robertson.
<i>Berwick</i>	74	— Ferguson.
<i>Bienfaisant</i>	64	— J. Braithwaite.
<i>Buffalo</i>	60	— W. Truscot.
<i>Preston</i>	50	— A. Græme.
<i>Alert</i> (brig)	14	— J. Vashon.

With this force, he sailed from Portsmouth on the 3d of June, convoying the outward-bound Baltic fleet into the Sound. Captain Sir Hyde Parker, the son of the vice-admiral, afterwards joined the squadron, in the *Latona*; and, previously to the 5th of August, when they fell in with the Dutch fleet and convoy on the Dogger Bank, the British force had been augmented to seven ships of two decks, four stout frigates, and a cutter.* This action, with all its official details, is fully recorded in our memoir of Sir Hyde Parker, jun.† The result was not satisfactory; but the Dutch squadron had considerably the advantage in point of strength; and it was generally admitted, that no blame whatever attached to the admiral. The subject, however, excited much controversy; and it was insisted, by the enemies of administration, that, as there were several British ships of the line, or at least of two decks, then lying inactive at Harwich, at the Nore, in the Downs, and in other places contiguous to the scene of action, the Dutch force, if proper means had been used, might have been wholly captured or destroyed.

* *Vide* NAVAL CHRONICLE, Vol. V. page 295.

† *Ibid.*

The vice-admiral, after the action, gave out the following memorandum to the squadron:—

“ *Fortitude, at sea, August 7.*

“ The admiral desires the captains of his majesty’s ships who were in the line on the 5th of August, to accept and communicate to the officers and seamen of the ships they commanded, his thanks and perfect approbation of their good conduct and bravery, shewn on that day.

“ HYDE PARKER.”

Whether the excursion had been preconcerted, we know not; but it happened, that, on the 17th of August, his Majesty and the Prince of Wales embarked at Greenwich, on board different yachts, and proceeded down the river to the Nore. On the following day they visited the dock-yard at Chatham, and returned thence to the Nore, where (Vice-admiral Parker’s squadron having just arrived) they were received with a royal salute. The commander had the honour of dining with the King and the Prince of Wales; who, in the evening, repaired on board the *Fortitude*, at the main-top-gallant-mast head of which the royal standard was hoisted, and a salute was fired from all the ships present. All the captains who had been in the action were presented to his majesty by the vice-admiral, and had the honour to kiss the royal hand.—The King, it is said, intended to confer some signal mark of favour upon the admiral himself; which, however, was refused, with some degree of heat, in consequence of the dissatisfaction which had been excited.—He shortly afterwards struck his flag, as it is understood, in much disgust.

It was in the course of the same year, that, on the death of his elder brother, the Rev. Sir Henry Parker, he succeeded to the dignity of a baronet.

In April, 1782, a change of administration having taken place, Sir Hyde received an appointment as commander-in-chief of the fleet which was then employed in the East Indies, and hoisted his flag on board the *Cato*, a new ship, of 58 guns. He sailed on the 13th of October following; and, having wooded and watered at Rio Janeiro, he left that port on the 12th of December; subsequently to which period no certain intelligence whatever was received of him or of his ship.

For a long time it was conjectured that the *Cato* had either foundered, or had taken fire, and been blown up at sea; but, from

an account which was laid before the lords of the Admiralty, in the year 1791, there was reason to suppose that she had been wrecked on the Malabar coast, and that her officers and crew had been barbarously murdered by the natives.*—The untimely fate of this brave and meritorious commander, and of his gallant crew, was long and deeply regretted by the country.

HERALDIC PARTICULARS.

The first baronet of the Parker family was Sir Hugh, an alderman of London, created on the 1st of July, 1681. The Rev. Sir Henry, D.D. rector of Rotherfield Greys, in Oxfordshire, died unmarried, in 1781, and was succeeded by his younger brother, Sir Hyde, the subject of the preceding memoir. That gentleman married, as early as the year 1734, Sarah, daughter of Hugh Smithson, Esq. by whom he left two sons; Harry, the present baronet, born in 1735, and Hyde, whose professional services we have recorded in our fifth volume, and who died in 1807.

ARMS.—Sable, a buck's head, caboshed, between two flanches, argent.

CREST.—A dexter hand and arm, in a slashed sleeve, gules, with a little cuff, argent, with the shirt seen through the slashes, proper, holding a buck's horn, erect (or piece of coral), gules.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NAUTES IN CURSUTE VASTO.

PIRATICAL SEIZURE OF THE BRIG ADMIRAL TROWBRIDGE.

THE subjoined account of the piratical seizure of the brig Admiral Trowbridge, by part of her crew, as communicated by Captain Alexander Wallace and Mr. Barnes, is copied from *The Prince of Wales's Island Gazette*, of January the 8th, 1808:—

“*Malacca, December 26, 1807.*”

“On the 21st of August last, the brig Admiral Trowbridge was lying at anchor off the island of Sooloo. At about five P.M. we were on board, when Captain Wallace gave his directions respecting the duty, and we returned to the shore about seven in the evening: at this time the crew appeared satisfied, and no

* *Vide NAVAL CHRONICLE*, Vol. III. page 40, where this account is given at length.

apprehensions were entertained for the safety of the vessel. About midnight, we were alarmed by our people stationed at the house as a guard, with information that a gun had been fired on board, and that the brig was under weigh, standing out from the roads. We observed her some time, supposing they were shifting her birth; but finding she was drifting fast to the north-east part of the island, with little wind, we conjectured the vessel was cut off, though at a loss to know by what means. As the people on shore were quiet, and no boats seen moving on the water, we concluded that the crew had overpowered the officers and seized the vessel.

“ Mr. Barnes then waited on the head daroo, and begged of him to order out the prows after her; but at that hour it being impracticable, he promised to despatch them as soon as they were ready.

“ In the morning, the wind having been light and unfavourable for clearing the island, we waited on the sultan, and begged he would send prows off immediately; and, in order to hasten their despatch, offered a reward of 5,000 Spanish dollars to those who might retake the vessel. He consulted with some of the principal people, and desired us to go to the head daroo, who would give orders respecting the prows. On seeing him, we were informed, that a boat had left the brig with four men, and Captain Wallace was so persuaded of the truth of this report, that he armed himself, and embarked in a small boat with some Sooloonese and a seacunny, determined to get on board if possible, under an idea, that if the ringleaders had left her, the lascars would assist him against any others who might be concerned in the mutiny.

“ He neared the brig sufficiently to hear the people working, before he found the report untrue; and then received the discharge of six guns and swivels from the stern, on firing of which, the natives jumped into the water, excepting one man, who stood up and fired two muskets at the brig: he then returned, and reached the town in safety, between four and five o'clock that afternoon, having left her, with all sail set, standing to the eastward.

“ In the evening, the daroo left the town, with three large prows well manned and armed, accompanied by his chosen slaves; it then being calm, and the advantage of rowing, we had great hopes of his coming up with the vessel.

“ Between one and two o'clock in the morning of the 3d. we were much surprised with the appearance of Mr. William Sharpe, the chief officer, covered with blood, and severely wounded; he had been sent away from the brig the preceding evening, with two

seacunnies and three others not concerned in the mutiny, and from them we learned the following particulars :—

“ Mr. Sharpe stated, that he retired to his cabin about 9 P.M. on the 21st, and left Mr. C. B. Lloyd, the second officer, in charge of the deck, from eight to twelve, and had not the least apprehension of danger from the crew, knowing of no disaffection. That, to the best of his knowledge, it was between eleven and twelve, when he was alarmed by some cries, and a noise like clashing of swords; on which he ran to the steerage, and looked up the hatchway, when one of the people made a stab at him with a boarding pike; he returned to his cabin for fire-arms, and a Manilla seacunny and a Malay lascar rushed down with cutlasses, on whom he discharged a pistol, and wounded the seacunny in the arm. The report of the pistol deterred others from coming down for some time, till a seapoy, stationed below as a guard, seized him round the waist, and called to others for assistance; in this interval, Mr. Sharpe called on Mr. Lloyd, but received no answer, for, alas! Mr. Lloyd was no more! Shortly after, many others came down, and he was overpowered, after defending himself to the utmost. In the tumult, he received a severe cut on the neck, which, with many other cuts and stabs, occasioned a loss of blood, so as to render him unable to stand, and the villains then supposed he was murdered. Finding, however, that he was not dead, they extended their mercy so far as to bind his hands behind, and lashed him to a standing cot in his cabin. Shortly after, he heard a gun fired, and the noise of bending sails, in which the serang appeared very active, for his voice was heard repeatedly cheering the people. Mr. Sharpe knows nothing more of their proceedings till about eight o'clock in the morning, when he was removed from the cot, and placed in irons, spiked to the deck. About six in the evening, they came to a resolution to send him on shore in one of the brig's boats, and five others, as before described.

“ The two seacunnies who landed with Mr. Sharpe, state, that on the night of the 21st, they were sleeping near the capstan, and were awoke by some cries and a hustling on deck, on which one of them ran forward and got on the forestay, supposing the shore people had boarded the vessel, and he there saw a Malay lascar cut the cables: the other seacunny saw the Malay lascars on the quarter-deck, armed with cutlasses; Mr. Lloyd lay on the deck; he attempted to raise him, and found him bloody; this seacunny was ordered forward immediately, and with the other was placed below, and the hatch put over them, where they were kept till

about three o'clock in the morning, and were then ordered up, with a promise that their lives should be spared, if they assisted in working the brig. Mr. Lloyd was then found dead, and the gunner lying with many wounds; on his shewing some signs of life, one of the lascars killed him with a crow-bar. At sun-rise, their bodies were thrown over board.

“ On the 23d, 24th, and 25th of the month, numbers of prows were going in search of the brig, and we expected they would have brought her in (for the weather had been uncommonly calm), until the head daroo returning, informed us, that he had neared the brig several times; but whenever it blew, she always got off, and that he could not get close enough to board.

“ It was generally supposed, that they had proceeded to the Spanish settlement of Soomboangan, till the other prows came in; we were then told that the brig had gone towards Monada, adding, that had she gone to Soomboangan, they would have brought her away.

“ We were now preparing to leave Sooloo for Manilla, by help of a prow; when Captain E. Masquerier, with the ship *Jane*, fortunately arrived on the 30th of August, and to his goodness we are indebted for our passage to Malacca.

“ On the 6th of September, we embarked in his vessel with Mr. Sharpe, Master G. Jones, four sepoys, three seacunnies, and five others, servants, &c.

“ Captain Masquerier shaped a course to Monada, in hopes of falling in with the brig, and learnt, that a vessel answering to her description had passed under American colours some days before, steering towards the island of Ternate.”

REMARKABLE ACCIDENT BY LIGHTNING.

THE *Sultan*, of 74 guns, Captain Griffith, lying at Port Mahon, Minorca, was struck with lightning on the 12th of August, 1808, in a most awful and terrific manner. The officers were at dinner, when, in a moment, the ship received a dreadful shock, as though a ball of fire had struck her, and had gone quite through, making an explosion in its passage as loud as the explosion of a quantity of gunpowder. The officers, as it were involuntarily, rushed out of their cabins, and discovered that it had struck the jib-boom, killed nine men, badly wounded three others, and, conducted by some of the iron work, had run along the jib-boom, torn it to pieces, struck the cap of the bowsprit, shattered it, and then fallen into the water. The momentary alarm and consternation which it

produced throughout the ship, it would be difficult to conceive ; the oldest man on board had never witnessed any thing like it. Had it struck the body of the ship, it is the opinion that it would have destroyed her. The unfortunate sufferers were some of the best seamen in the ship.

DREADFUL HURRICANE AT MADRAS.

THE following account of a late dreadful hurricane at Madras, appeared in *The Madras Gazette* of Saturday, December 12, 1807 :—

“ The state of the surf at Madras on Wednesday morning last gave early indications of an approaching storm ; during the day the clouds began to gather to the northward, extremely thick and black, and towards the evening a few showers of rain fell ; during the night, and the whole of Thursday, the rain increased, and the wind, which was northerly, freshened. About eleven o'clock at night, it blew a complete gale of wind, gradually increasing to the north-west until one o'clock, when one of the most tremendous gales ever remembered at Madras set in, and blew with increasing violence until about 5 o'clock on Friday morning, carrying before it huts, trees, and nearly every thing that opposed its current ; the windows and doors of the most substantial built houses were thrown with violence into the premises, or in an opposite direction.

“ The canal about this hour forced its banks : the sea had previously risen far beyond the usual limits ; luckily, however, it was not the spring tides. The surf beat with amazing violence over the ramparts of the fort, sentry boxes were thrown in all directions, and the boats from the canal reached to the edge of the Mount Road : several are now lying near the burying ground, and one at the foot of the government bridge.

“ About five the gale abated, and the wind shifted to the southward, increasing gradually until about half past six, when one of the most tremendous hurricanes, since the year 1762 at Pondicherry, commenced ; those trees and native houses which had been sheltered or withstood the north-west gale, now in their turn gave way, and the eye was wearied in beholding the awful grandeur of the desolating scene which every where surrounded ; scarcely the vestige of a tree or shrub was standing, but lay promiscuously mingled on the earth. The wind blowing with that dreadful force which gave the mind the idea of thunder, the rain descending in torrents, and every person momentarily expecting the house which

sheltered him to give way to the elements. About ten on Friday morning the wind began to decrease, and during the last night there was much thunder and lightning, accompanied with heavy rain :—this morning the wind appeared steady in the south-east.

“ It would be impossible at this time to enter into any thing like a detail of the mischief that has taken place ; most of the houses of the European inhabitants are partially injured ; not a tree, we believe, in the neighbourhood of Madras has escaped ; mostly torn up by the roots, or split in the middle as from lightning. Carts are lying upset in every direction ; and the cattle, and in some instances their drivers, are dead near the spot. A brig and a parish vessel lying in the roads were driven on shore and stranded ; many villages on the banks of tanks and rivers are completely swept away, and it is feared most of their inhabitants are lost. The houses in the Black town, St. Thome, and the neighbouring villages are completely or partially unroofed : the mud houses of the natives are level with the ground.

“ There was not any thunder or lightning during the storm.

“ At the Mount, the flag staff is blown down, and most of the houses have been stript of their tiles, and otherwise damaged.

“ Many thousand lives have been lost in this dreadful hurricane, but we have not heard of any European having suffered, except the crew of the brig stranded.”

PRESENT STATE OF THE SOUTH SEA ISLANDS.

At Otaheite the greatest fondness for European dress prevails : no man thinks he can go before the king on occasions of ceremony unless he be provided with a coat, a shirt, and a musket, with powder.

On all public occasions, when the names of the principal chiefs of the island are called over, one by one, something is given to each. When the name is called, somebody answers and receives the present. Ever since the time of Captain Cook, the name of King George is added to the number of chiefs ; and when his name is called, if any Englishman be present, he is to answer to the name, and receive the acknowledgment. January 30, 1806, the present allotted to King George, and sent to his English subjects, was a little hog.

The Otaheitans distinguish among the stars the constellation Pleiades, and watch its rising and setting, or, in their language, when it will fall, and go to bathe in the sea. They have no words in their language to signify a year, or complete revolution of the

heavenly bodies, the earth, or the sun. Yet the periodical return of seasons, appearance of the planets, and other remarkable stars are noticed, and pretty exactly known, by some few among them. The time when the sun is in the tropic of cancer, is called *Rua-poto*, because the day is then short: when the sun is in the tropic of capricorn, then it is *Rua-roa*, because the day is long. Their reckoning of the change of the moon, which they call her death, is never far from right. They number 29 days (each of which has a name), the 30th is always the day of change.

The planet Venus is called *Tou-rua*, when she appears in the evening; but when she appears in the morning, she is called *Hovo-poe-po*: some suppose her to be the same star; others affirm it is a different star. Mars, from his fiery appearance, is called *Fetea-ura*, or the red star. Jupiter and Saturn have proper names, but they are known to few only. The same may be said of Antares, the Bull's Eye, the bright stars of Orion, Sirius, Cor Leonis, &c. The black spot by the crosiers is called *O-ere*, which is also the name of a fish. The great star Acharnar, in the southern extremity of the constellation Eridanus, and another near it, are called *Na-Nata-rua*. The milky way is supposed to contain sharks, &c.

It may be salutary to some of our brave seamen who may visit Otaheite to remark, that a family of the missionaries on that island was seriously disordered, December 6, 1805, by eating of a fish brought for sale, by the natives from Paré. The symptoms were, great sickness, violent head-ach, pains all over the body, especially thighs and arms: these symptoms ended in great weariness of limbs, and intolerable itching. The fish is called *twerfa*: it is of a reddish colour, and is sometimes very good. It does not appear that the poisonous fish of this island are so naturally; but that this property is owing to something which they feed on. Fish of the same kind caught far out at sea, are always good: but near certain rocks, and on certain parts of this island, they are generally poisonous. A man died lately at Eimea, it is said, from eating part of a poisonous shark.

Monday, August 4, 1806, the Taber, Captain Sowles, of Providence, North America, touched at Otaheite from China, last from the Sandwich Islands, going home round Cape Horn. The captain gives the most pleasing accounts of the prosperity of the Sandwich Islands. There are two Europeans, whose names are Davis and Young, who have been on the island of Owache, &c. nearly fifteen years. These men are the king's confidants; and in

consequence of their fidelity to him, have had for some time the principal direction of his affairs.

The islands have made great advances towards civilization. The king is no ways oppressive, as every man pays a regular tribute or tax, out of his produce, to the government; the rest he enjoys himself, without any fear of being plundered by the king or chiefs. The king, it is said, has upwards of 2,000 stand of arms. He has built several vessels: one of about 70 tons. He has a fortification round his house, mounted with ten guns; and about 200 disciplined native soldiers, who do regular duty, night and day. He has upwards of 12,000 dollars, and many other things in proportion, deposited in store houses. These treasures he has collected from ships by regular trade.

About two months after the Taber left Canton for Otaheite, she had contrary winds, which lasted six weeks, and drove her several degrees out of her course. While thus perplexed with the wind, she fell in with a vessel which had lost her masts and rudder, and was, in all respects, a complete wreck, drifting as the sea and wind carried her. She proved to be a Japanese, of about 60 tons, with eight men on board. By their account they had been in that distressed condition several weeks. Their provisions were almost exhausted, having only part of a dolphin, caught by them the night before, a small mess of peas, &c. and a little water, sufficient for a few hours longer support. They were worn down with fatigue, distress, and hunger; far from any land, hopeless of relief, and having nothing but the prospect of death before them.

Captain Sowle took the men on board his vessel, with a quantity of silver, the only thing of value found on board, as it is supposed that they had thrown the cargo overboard to lighten the vessel. Captain Sowle set fire to the wreck, and took the eight men to the Sandwich Islands, where he left them to the charge of the king, with a letter of recommendation, and a request that some captain would take them home. That the king might be encouraged to use them well, while they continued on the island, the captain sent him a large kedge anchor as a present. He also distributed among the Japanese 20 axes, also rasors, scizzars, &c. to enable them to purchase food for their support. He returned them the silver taken out of the wreck.

They very anxiously wished Captain Sowle would take them to Japan: assuring him that he would be well rewarded for his trouble. Their language being very difficult, and having no one

who understood it, little or no information could be gained respecting the wreck, and the number of people they had on board when they left Japan.

When Captain Sowle took leave of them at the Sandwich Islands, they expressed the most grateful sense of his kindness, and wept much at parting.

ENCOURAGEMENT FOR THE CULTIVATION OF HEMP IN IRELAND.

(*Extracted from the Courier of October the 24th.*)

A CORRESPONDENT in the county of Cavan has favoured us with the following notice, which has been circulated in that county, which for its public spirit and patriotism well deserves to be known and recommended.

“The Right Hon. Lord Frankfort (uncle to Lieutenant Edward Morres, of the royal navy), will give a loom, value 5l. 10s. Od. to each of the first five tenants on his estate in the county Cavan, who shall properly cultivate five acres of hemp; and in the same proportion to the next six, who shall cultivate a quantity of land, not less than two acres each. This to be *over and above* all public encouragements for the year 1809. His lordship also engages to take on himself *any loss or failure* which may be occasioned by the attempt. Further particulars may be had by application to John Falton, Esq. agent to Lord Frankfort.

At a time when the expenditure of this article is so great, and our enemy striving every method to prevent our getting supplies, it is truly laudable to see a nobleman of Lord Frankfort's character and property, stepping forward to encourage its cultivation, and some account of so spirited and patriotic a nobleman may not be disagreeable to our readers:—Lodge Evans Morres, the first and present Lord Frankfort, is the eldest son of the late Counsellor Redmond Morres, who represented the city of Dublin in Parliament; who planned, and lived to see carried into execution, the Irish Grand Canal; who laid the foundation stone of the Royal Exchange; and who, for his exertions as above, was unanimously presented with the freedom of the city of Dublin. He was one of the greatest encouragers of agriculture in all its branches. The present Lord Frankfort, late a lord of the treasury, and now of the privy council, in Ireland, has long been one of the chief members and leaders of the farming society (in Ireland); and every sincere well wisher to his country cannot but applaud and wish the greatest success to his lordship's plans, and be gratified with the liberal encouragement he holds forth.”

SPEECH OF ADMIRAL EARL ST. VINCENT, AT THE COUNTY OF ESSEX MEETING, HELD AT CHELMSFORD, OCT. 28, 1808.

THE high sheriff having read the requisition, in compliance with which he had convened the county,

THE EARL OF ST. VINCENT came forward and said, that it had been assigned to him to state to the freeholders what were the grounds and objects of the requisition, and the nature of the address which was to be submitted to their consideration. He should endeavour to make that statement in as few words as the nature of the circumstances to which he must allude would permit him. He should, in the first instance, both in his own name, and in the name of those who joined with him in the requisition, entirely disclaim the idea of casting any censure on the conduct of any particular officers. He believed that the officers employed on the expedition to Portugal had enjoyed an unblemished reputation in their profession before their arrival in that country, and he knew that some of them had previously acquired a high character. It was not therefore his object to find fault with the conduct of the army, or to hold out any particular officers as objects of reprehension. Without, however, considering who were the individuals on whom the criminality attached in the present instance, he must say that he felt that so foul a stain had never been cast on the military character of the country, since the days of the tyrannical and detestable reign of the family of the Stuarts. This most inglorious convention of Cintra had lowered the just pride of England among the nations of the earth, and had roused the most unanimous feelings of indignation against its authors, not only in this country, but in the minds of our allies, and of all the nations of Europe. He would keep clear of any thing like reflections upon the conduct of the generals who were employed, as he knew that there was nothing more delicate than the character of military officers. His comments should not be upon the men who thought it right to agree to such a convention, but they should be on the act itself. In reprobating that act, he was at a loss whether to condemn it most as disgraceful to the honour of this country, as injurious to the interest of Portugal, or as discouraging to the cause of the Spaniards, who were now so gloriously defending their liberty and independence against an ambitious tyrant, whose aim was nothing less than the subjugation of every other nation to his arbitrary and savage despotism. Considering the convention in this point of view, it appeared to him that it was the duty of his

majesty's subjects to approach his throne with dutiful and loyal addresses, praying him to cause a strict and effectual inquiry to be made into the causes of that transaction, which had, to use his majesty's own words, "disappointed the hopes and expectations of the nation." It has been said in other places, and probably might be repeated here, that the business of inquiry ought to be left altogether to his majesty, or, in other words, to his ministers. This certainly was true, upon occasions of less moment than the present; but on one so extremely disastrous, and which affixed so deep a stain on the military character of the country, he thought that his majesty's loyal and faithful people should not rely implicitly upon ministers doing whatever was best, but that they should come forward and shew, that they were alive to the honour of his majesty's arms, and to their own military character as a nation. This was an occasion upon which their loyalty to their king, as well as their duty to their country, required them to speak out, and address his majesty in the language of truth. It certainly was not his object, nor the wish of those who joined him in the requisition, to prejudge any thing, or impute criminality to any particular individual. All they wanted was a real and effectual inquiry, by which the true causes of this great national calamity might be made apparent, and the guilty be discovered. If he were allowed to express himself by a strong, but homely proverb, what he wanted was, "that the saddle should be put upon the right horse." It appeared to him that the ministers themselves were liable to great suspicion. It had been said, by many officers who were employed upon the expedition to Portugal, that the preparations were most wretchedly deficient in many points; that the army had not been properly supplied with what the French call "*munitions de guerre et de bouche*," or, as we would call it, ammunition and provisions. It was said, that, with the great army which sailed to Portugal, there was not artillery enough sent to reduce even the few miserable forts about Lisbon. He called them miserable forts, because he had himself seen them, and examined their strength. If ministers had been so very deficient in their preparations, it became the duty of the people of England to call upon his majesty for the fullest inquiry into the circumstances; and if they did not call for an inquiry, they would be acting unworthy of their ancestors. If ever the right of addressing his majesty could properly be exercised upon any occasion, he thought it could most properly be exercised on the present, in which the honour of his majesty's arms and of the country were so deeply involved. This right

of petitioning was expressly claimed in the Bill of Rights, and it was not contended for as a mere formal privilege, but as one of the most important of which the subject is possessed. That right would cease to be of any value, if the nation was to be told that upon all great and extraordinary occasions, absolute confidence was to be reposed in his majesty's ministers; and even if they were suspected of being the guilty persons, the inquiry into that guilt should be always conducted in the manner that was most agreeable to them. It was to be observed that while such shameful events were occurring, the means of corruption were constantly increasing in the hands of the ministers. People of all ranks had become dependant on them, by seeking places and emolument for themselves and their children. The middling and lower classes of the gentry had been driven out of their sphere in life into retirement, on account of the galling pressure of the taxes. At such a time it was a most afflicting consideration to think, that the money wrung from the nation was applied to so little purpose, and that disgrace should be attached to our military expeditions. After some further observations, his lordship concluded by moving an address to his majesty, expressive of their loyalty and attachment to his person and government, and, at the same time, of their strong feeling for the honour of his majesty's arms and the character of the country, and praying him to institute such an inquiry as would lead to the discovery of the real causes and authors of the convention in Portugal.

On the question of adjournment being put by the sheriff, and the majority of the assembly appearing in favour of it, the original motion was lost.

SPANISH HEROISM.

THE following trait of self-devotion is recorded of a Spanish officer, who commanded a detachment of 300 men, at Horsens, in Jutland, who were on their march to join their countrymen, conformably with the plan so admirably concerted between Admiral Keats and the Marquis de Romana:—Having missed the road, the detachment was surrounded by a party of French, so much superior in numbers, as to leave no hope whatever, from any effort it could make, of carrying the desired object into execution. The officer, perfectly aware of the savage inhumanity of the French, and that it was not likely to be exercised sparingly on his party, halted his detachment, walked up to the officer commanding the French, and declared, that his loyalty to his sovereign, and love

for his country, had induced him to take the step he was on the point of accomplishing ; that he lamented having now lost every hope of being useful to his country in her present distress ; assured him that his unfortunate companions were perfectly ignorant of his plan, and therefore innocent ; and hoped that the word of a dying man might be taken, and would influence his conduct towards them when they had fallen, as they soon must do, into his hands. Having said this, he drew a pistol from his belt, and shot himself through the head.

BARON HOMPESCH.

THE following account of the naval and military operations of Baron Hompesch, is extracted from a late Hamburgh paper :—

“ Lieutenant-general Baron Hompesch, in the Salamine privateer, of twenty guns, arrived in the Faro Islands on Whitsun-Monday. The baron was probably informed, by the treachery of a skipper of the name of Hansen, whom he had taken along with him as a pilot on his cruise on the coast of Norway, that there was on the island 80,000 dollars value in goods, money, &c. belonging to the king. This, as well as the church and school funds, he immediately demanded, threatening in case of refusal to plunder and sack the place. The commandant and the persons present protested against delivering up the public money, shewing that it could only be considered as private property, as the revenues of the church had been wholly advanced by the public to repair the edifice. Notwithstanding, he took the money, being 5,140 rix-dollars 42 skillings, adding, that he, as chaplain on board his own ship, must know better ; that public worship might be as well performed in the open air as in a church ; this the more so, as there were high mountains enough in Faro, on which one could approach the Lord nearer. He said to the vice-provost, ‘ *Blessed are the poor !* ’—and when he seized the school funds of Thorharn, he observed, that he found the youths every where well bred and enlightened, and that they needed no money for their education. The chest of the widows of the clergy, containing 223 rix-dollars, and 93½ skillings, as well as that of the hospital, containing 43 dollars, he returned ; the rest of the 5,140 rix-dollars he kept.”

The lords of the admiralty, it is said, have withdrawn the letter of marque granted to Baron Hompesch, for the Salamine privateer, and that their lordships have come to this determination

in consequence of the violation of private property, and even of the funds of the religious and charitable institutions in the Baron's late descent on the Faro Islands.

BENEFICIAL SERVICES OF THE LIFE-BOATS AT FRASERBURGH
AND WHITEHAVEN.

Fraserburgh, October 11, 1808.

SATURDAY last, during the tremendous gale from the north, the sloop *Isabella*, of Rosehearty, Captain Yule, coal-laden, was driven ashore in the bay of Fraserburgh. As soon as the vessel struck, the life-boat was hurried to the beach in an instant by the crowd; and although the first instance of her being used, she was, without hesitation, manned by several stout young men, under the direction of Captain Alexander Dalrymple and Captain Torrie, and launched into the enraged elements. At this time the sea was running mountains high, and making a fair passage over the vessel; and the wind continuing more boisterous if possible, the life-boat was driven so much to leeward that she could render the crew no assistance, nor were the men able to pull her up against the tempestuous waves. The crew of the life-boat were not, however, to be discouraged by this; they landed, and, with the assistance of those on shore, the boat was carried to the windward, and again launched, but was a second time blown to leeward. Many of the crew being now exhausted with fatigue, their places were supplied by volunteers from the beach, and the life-boat again carried by the strength of men to windward, and launched. She now fortunately gained the ship, and, to the inexpressible joy of those present, succeeded in relieving Captain Yule and his crew from their cold and perilous situation.

Whitehaven, October 11, 1808.

A very heavy rain came on here on Friday, about noon, which continued to fall without intermission till nine at night, when it was succeeded by a violent gale from the N.W. which raged with unabated fury the whole of the night. About six o'clock on Saturday morning, a loaden brig (evidently a stranger) came on shore behind the North Wall, and appeared to be in imminent danger of destruction. The shore was immediately lined with people; but it seemed impossible to render any assistance, for the harbour-boat could not approach her. In this extremity, recourse was had (for the first time) to the life-boat, which soon afforded an ample proof of its invaluable properties. Being brought to the beach and launched, she was immediately manned by fifteen or

sixteen seamen and shipwrights, but the surge was so great, that some difficulty occurred in getting her into water sufficiently deep for the exercise of the oars. This, however, being happily effected, the feelings of the spectators for the situation of the people on board began to be less distressing; for the speed with which the life-boat dashed through the foaming waves, or rather "rode upon the billows," gave almost certain promise of her reaching the desired object. In about three quarters of an hour they had the satisfaction of seeing the life-boat get under the starboard quarter of the vessel, from which she took seven persons (the whole number on board), and brought them safe on shore, harassed and nearly worn out with cold and fatigue.

SHIPWRECKED MARINERS.

A MOST interesting and highly important experiment was some time since made at Woolwich, by Captain Manby, of Yarmouth, on a vessel at anchor in the Thames, upwards of 100 yards from the shore, before a committee of general officers of artillery, Commissioner Cunningham, Admiral Losack, and several officers of the royal navy, for the purpose of effecting a communication with a ship stranded on a lee-shore, and to bring the crew in perfect safety from the wreck. A rope was projected from a royal mortar across the ship supposed to be stranded, by which was hauled on board by the crew a large rope, to be made fast to the mast-head, and kept at a proper degree of tension for a cot to travel on it, by a tackle purchase, that likewise admitted of the vessel's rolling: at the same time a tailed block was sent to the ship, with a small rope rove through it; each end of the small rope was made fast to the end of the cot, which conveyed it to the ship, and brought a person in perfect safety to the shore. The whole service was performed in a quarter of an hour.

GALLANT CONDUCT OF LIEUTENANT JOHN NUGENT.

A VERY gallant attempt was lately made by the *Strenuous* gun-brig, commanded by Lieutenant John Nugent, to cut out from the forts of Montville and Ecuville a French lugger, of 14 guns: two boats, containing twenty men, succeeded in boarding her by the fore-chains, under the muzzle of her guns, and a tremendous fire, not only from the vessel, but from the beach and batteries, with grape-shot, which instantly killed two men. The lugger's crew, amounting to sixty men, were by this time all assembled,

and the crew of the Strenuous fought them hand to hand, until they lost another man, and had five more desperately wounded, when they made good their retreat, under a shower of bullets, which completely riddled the boats.

OFFICERS' SALARIES IN THE ROYAL DOCK-YARDS.

His majesty has been pleased, by an order in council, to direct that the following salaries should be paid to the different officers hereafter mentioned, from the 1st of October last, agreeably to the recommendation of the Commissioners of Naval Revision:—

Salary per Ann.

The builders of his majesty's dock-yards to have, after the conclusion of a general peace	£650
The clerks of the check of dock-yards	600
The 1st master attendant	650
The 2d ditto	550
The 3d ditto	450
The store-keeper	600
The clerk of survey	500
The surgeon	500
The chaplain	500
The builder's 1st assistant, who is styled timber master	500
The builder's 2d and 3d assistants, each	400
The clerk of the rope yard	400
The commissioners' 1st clerk to have	400
————— 2d ditto	250
————— 3d ditto	150
The builder's 1st clerk	250
————— 2d ditto	150
————— 3d ditto	100
The clerk of the checks' 1st clerk	400
————— 2d ditto	300
————— 3d ditto	250
————— 4th ditto	180
————— 5th ditto	120
————— 6th ditto	100
The clerk of the surveys' 1st clerk	400
————— 2d ditto	300
————— 3d ditto	200
————— 4th ditto	150
————— 5th ditto	100
The rest to have each	50
The storekeeper's 1st clerk	400
————— 2d ditto	300
————— 3d ditto	250
————— 4th ditto	180
————— 5th ditto	120
————— 6th ditto	100

CORRESPONDENCE.

REMARKS ON THE PARLIAMENTARY DUTIES OF
NAVAL OFFICERS.

LETTER VII.

SIR,

October 26, 1808.

THE important and most extraordinary events of the present recess are likely to give rise to such warm debates, during the ensuing session of Parliament, that it would be inconsistent with my plan not to offer some opinions to my brother tars preparatory to their being called to the very serious discussion. I date my letter, Mr. Editor, as some changes or investigation may possibly take place, which may lead to further remarks before the time necessary to despatch it may arrive. Never before did Britain appear in such a predicament as at present. At one moment we see our soldiers immortalize their names by the most signal display of courage; and the next see their generals submit to the most disgraceful convention that ever sullied the honour of a nation. This convention, however, has been so amply reprobated, the national disgust has been so generally shewn, that I need not enter into it any farther than particularly concerns the navy; but the naval part appears to me to be as fully fraught with the same tokens of imbecile folly, haste, or treachery, or whatever it may be, as that of the land. Nothing has ever more forcibly struck me as declaratory of the infinite horror of the nation against these conventions, than a very common idea, which presented itself to thousands, namely, that our commanders have been bribed with part of the plunder taken from our allies. Strange as such an opinion may appear at first view, it is not hard to account for its rise. It was a sort of negative position; no other reason offered itself, and therefore this was concluded to be the true one. Now, what a shocking measure must that be, which could give birth to such an incredible supposition, in the endeavour to discover one in the smallest degree credible! As far as the information which has at present reached me goes, it now appears that his majesty's ministers have placed themselves in the front of the breach, to guard the generals and admirals in their rear, and are determined, with certainly great boldness, but I cannot say with how much wisdom, to chide the assault of the nation, and bully it into silence. There are surely some members of the present cabinet who cannot like this situation, and

would sooner evince their courage upon a better occasion. I conceive, Mr. Editor, that the late answer of ministers to the address of the city of London is such as will occasion addresses from all parts of the kingdom to be offered to parliament as soon as it is assembled; and perhaps in most cases it would be a far better way for us to address our representatives, and through them to approach the throne with the wishes and opinions of the subject, although the other method should be occasionally adopted, in order to keep up our certain and undeniable right.* British subjects must not

* Having recorded the whole of the late proceedings in Portugal, military as well as naval, we conceive it to be a duty incumbent on us to preserve, as important historical documents, the address of the citizens of London to his majesty, respecting the convention of Cintra; his majesty's answer; and the consequent resolutions which were entered into by the court of common council of the city of London. We cannot, perhaps, find a better place for their insertion than the present; as they will here tend to elucidate and to give due weight to the arguments and observations of our Correspondent, E. G. F.—The articles of the convention of Cintra will be seen by referring to the 240th, 241st, 244th, and 246th pages of the present volume.—Ed.

On the 12th of October, the following address was presented to his majesty, at St. James's:—

“ TO THE KING'S MOST EXCELLENT MAJESTY.

“ The humble and dutiful Address and Petition of the Lord Mayor, Aldermen, and Commons of the City of London, in Common Council assembled.

“ MOST GRACIOUS SOVEREIGN,

“ We, your majesty's most dutiful and loyal subjects, the lord mayor, aldermen, and commons of the city of London, in common council assembled, most humbly approach your majesty with renewed assurances of attachment to your majesty's most sacred person and government, and veneration for the free principles of the British constitution, to express to your majesty our grief and astonishment at the extraordinary and disgraceful convention lately entered into by the commanders of your majesty's forces in Portugal, and the commander of the French army in Lisbon.

“ The circumstances attending this afflicting event cannot be contemplated in British minds without the most painful emotions, and all ranks of your majesty's subjects seem to have felt the utmost concern and indignation at a treaty so humiliating and degrading to this country and its allies, after a signal victory gained by the valour and discipline of British troops, by which the enemy appears to have been cut off from all means of succour or escape. We have the sad mortification of seeing the laurels, so nobly acquired, torn from the brows of our brave soldiers, and terms granted to

submit to insult from any quarter whatever, however depressed by the infamy of conventions.—It is necessary for me shortly to detail the case of the address in question, and the reply to it, for the sake of connection with what I may have farther to say. The citizens

the enemy disgraceful to the British name, and injurious to the best interests of the British nation.

“ Beside the restitution of the Russian fleet upon a definitive treaty of peace with that power, and the sending back to their country, without exchange, so large a number of Russian sailors, by this ignominious convention, British fleets are to convey to France the French army and its plunder, where they will be at liberty immediately to recommence their active operations against us or our allies. The guarantee and safe conveyance of their plunder cannot but prove highly irritating to the pillaged inhabitants over whom they had tyrannized, and for whose deliverance and protection the British army was sent; and the full recognition of the title and dignity of Emperor of France, while all mention of the government of Portugal is omitted, must be considered as highly disrespectful to the legitimate authority of that country.

“ We therefore humbly pray your majesty, in justice to the outraged feelings of a brave, injured, and indignant people, whose blood and treasure have been thus expended, as well as to retrieve the wounded honour of the country, and to remove from its character so foul a stain in the eyes of Europe, that your majesty will be graciously pleased immediately to institute such an inquiry into this dishonourable and unprecedented transaction, as will lead to the discovery and punishment of those by whose misconduct and incapacity the cause of the country, and its allies, has been so shamefully sacrificed.

“ We beg to assure your majesty of our unalterable fidelity, and earnest desire to co-operate in every measure conducive to the peace, honour, and security of your majesty's dominions.

“ Signed, by order of the Court,

“ HENRY WOODTHORPE.”

To the above, his majesty was pleased to return the following answer:—

“ I am fully sensible of your loyalty and attachment to my person and government. I give credit to the motives which have dictated your petition and address, but I must remind you, that it is inconsistent with the principles of British justice to pronounce judgment without previous investigation. I should have hoped, that recent occurrences would have convinced you, that I am at all times ready to institute inquiries on occasions in which the character of the country or the honour of my arms is concerned; and that the interposition of the city of London could not be necessary, for inducing me to direct due inquiry to be made into a transaction which has disappointed the hopes and expectations of the nation.”

“ In consequence of the above answer, the following resolutions were

of the most important capital in the world, in the exercise of their undeniable right as British subjects, address the throne in the language undoubtedly general throughout the kingdom, evincing their hatred of the convention, and praying that the authors may be

entered into by the court of common council of the city of London, on the 27th of October:—

“ Resolved, That his majesty’s answer be entered upon the journals. That at the same time this court cannot forbear declaring it as their opinion, that the address and petition presented to his majesty by this court on Wednesday, the 12th instant, was conceived in the most dutiful and respectful terms: that it is the undoubted right of the subject to petition, and that this right ought at all times to be freely exercised in all matters of public grievance, without obstruction or reproof.

“ That they are, therefore, at a loss to know by what construction of their said petition, however strained or perverted, his majesty’s advisers could attribute to them any intention or desire ‘ to pronounce judgment without previous investigation.’

“ That they are equally at a loss to know why his majesty’s advisers should have deemed it necessary to remind them, ‘ that it was inconsistent with the principles of British justice,’ unless to throw an unmerited odium on this corporation, and raise a barrier between them and the crown, on all occasions where their object is free and constitutional inquiry.

“ That had this court refrained from expressing to his majesty their feelings at the humiliating termination of the campaign in Portugal, they must have ceased to feel—to think—to act as Britons, and have shown themselves unsusceptible of that patriotism so essentially necessary for the preservation of their liberties, the maintenance of their national honour, and the independence and security of his majesty’s crown and dominions.

“ They cannot, therefore, sufficiently express their concern, that they should, by any suggestion, have met with obstruction and reprehension in the exercise of this undoubted and invaluable right.

“ That they particularly regret that his majesty should have been advised to express a hope, ‘ that recent occurrences would have convinced them that his majesty is at all times ready to institute inquiries on occasions in which the character of the country or the honour of his arms is concerned; and that the interposition of the city of London could not be necessary for inducing his majesty to direct due inquiry into a transaction which had disappointed the hopes and expectations of the nation.’

“ Because it appears, that, during the eventful period of the last fifteen years, various enterprises and expeditions have been undertaken, ‘ in which the character of the country and the honour of his majesty’s arms were concerned,’ which have grievously failed, and ‘ disappointed the hopes and expectations of the nation,’ and into which ‘ due inquiry ’ has not been made. That in one of the recent occurrences to which his majesty’s answer refers, it is not known, even at the present moment, by

brought to trial. The answer in short is, that to demand a trial is *pre-judgment*, and to address the throne at all *needless*. Meanwhile the haughty author of that national disgrace, the *French gazette*, is presented at court, graciously received, and honoured with a long royal conversation. Surely, while the nation is in suspense whether this writer in French is not himself an arch defaulter, *pre-judgment* could not have been more glaringly shewn, or the wishes and opinions of the nation more cruelly insulted or contemned. There is yet one other part of the reply which I hope will not be overlooked at the meeting of Parliament: ministers appear to assign as a reason why the address was needless, that former experience should have made us depend on an inquiry being speedily instituted by themselves. But what inquiry was instituted by the executive on the convention of the Helder, or the retreat from Ferrol? or in what instance has the executive been active in prosecuting inquiry either into military mismanagement, or the peculations of jobbers and contractors?—I know of none. In this situation matters appear to me at present. I may notice any change before I conclude.

whose advice the commander-in-chief was appointed, or on what account such commander was selected.

“ That during all these calamitous events and wasteful profusion of blood and treasure, the public barthens have been patiently borne, and his majesty has not been called upon by ‘ the interposition of the city of London ’ (if their humble supplication must be so termed) to institute inquiries into these failures; although it appears to them that such ‘ interposition ’ might have been highly necessary and beneficial to the country, and by promoting ‘ due inquiry ’ precluded the necessity of their late application.

“ That during these unhappy reverses, and while his majesty’s subjects submitted to so many privations, the most shameful and scandalous abuses and peculations have prevailed; into which ‘ due inquiry ’ has not been made so as to bring to justice such great public delinquents.

“ That whoever advised his majesty to put so unfavourable and unwarrantable a construction on their late petition, has abused the confidence of his sovereign, and is equally an enemy to his majesty and the just rights of his people.

“ That they do not attribute guilt to any one, much less do they pronounce judgment without previous investigation. They ask for investigation, prompt and rigid investigation, and the punishment of guilt wherever it may be found.

“ Signed, by order of the Court,

“ H. WOODTHORPE.”

I now proceed to offer my opinion on the naval share of this hated transaction. Our admiral has been praised for having refused to accede to the 7th article of the famous French armistice, that he might be enabled to try his own skill at negotiating with the Russian admiral. I am of opinion, that if that 7th article had been abided by, we should have been immense gainers in comparison with the naval convention afterwards agreed upon. The case stands thus :—The Russian fleet had entered the Tagus while the Prince Regent was in power. It was then a neutral port, and at the time of the naval convention we might surely fairly deem it the same. In short, it continued to be a Portuguese port, although the French army occupied the city by force. Suppose then, from a sense of honour carried to a Quixotic height, the Russians had been permitted to sail, and not pursued for forty-eight hours, one of the following events would have been the consequence. Our fleet would have pursued, and perhaps taken them, or our Channel fleet, or our fleet in the North Seas, or the Swedes might have encountered them ; and if, in defiance of probability, they had escaped all these lets, and we suppose them to have arrived safe at Cronstadt, still they would have taken their 7,000 men home at their own expense instead of ours ; and as the Russian hulks were at all events not to have rewarded the toil of our gallant tars with some small recompense, we should also have been gainers by their rotting in Russian ports instead of British, and our hospitals would not have been crowded with sick enemies, who had come into our port in triumph. Above all, we should have been more free from that cruel blight which has fallen on the ardent spirits of the brave officers and crews who attended that triumph, and which for some time prevented their landing on their native shores, feeling themselves laden with a portion of that disgrace which their commander had entailed on the whole. Letters from officers of this degraded squadron speak in *unqualified terms*, that opportunities have been lost which might have added very brilliant rays to the star of our naval glory ; and I trust, that out of our naval members of Parliament, we shall not want some to appear in the front rank of inquiry on this occasion : should I fail in the gratification of this expectation, I shall conclude that there is somewhat within those walls singularly adapted to the cooling of ardour and the suppression of inquiry.

Many attempts have been made by men in power and their satellites to check all attempts at inquiry into crimes, by turning a demand for investigation into a charge of pre-judgment. Such

was the case of Lord Melville—such is most glaringly the case at present. There must be suspicion of error before a trial is asked for: all accusations are therefore, according to the opinion of ministers, pre-judgment. Doubtless, between the time of accusation, and the passing sentence after trial, all partiality should as much as possible be avoided, and more particularly the power of government should not be exerted to screen offenders. If in the present instance the people at large have expressed their disgust at the humiliating terms, and all the deeply-humiliating attendant circumstances, and expressed loudly their expectations of a trial; on the other hand, the ministers have unequivocally expressed their approbation, by announcing the convention to the people with the same tokens of joy as blazed for the last victories of Abercrombie and Nelson. But still more particularly have they been guilty of the fault with which the city of London has been charged, by the gracious reception which has been given to the man, whose pride it seems to have been, as far as the nation is as yet informed, to have confirmed the grant of a Portuguese dukedom by the tyrant of France, and at the same time to have acknowledged all the assumed titles of that tyrant, and that also in the language of the country under his sway! When the cry of No Popery was so prevalent, and a dread of having the church service practised again in Latin, in order to keep the mass of mankind in darkness, the authors of that disgraceful cry little thought that they should be reduced to the mean shift of publishing a gazette in French for the same degrading purpose. In every point of view, whether taken as a whole, or examined in its minute parts, I cannot discover one small grain of consolation; either in the aggregate or detail, all is alike inscrutably infamous, and mournfully degrading. One very material charge must attach to the ministers only: whatever might have been the merit of the men, three commanders-in-chief, within the course of two days, is an event sufficient to create confusion. Common sense should have dictated, in such a case, that the commander-in-chief who was to complete the enterprise should have been present at its commencement.

November 3.

I do not find that any occurrences have taken place to alter the opinions formed when this letter was begun. I have indeed heard from various quarters that the opinions of the officers and crews of the ships which have been employed at and off Lisbon are decidedly against the naval commander-in-chief. I have seen a letter from a respectable officer, which in plain terms avows that

the a—I was certainly either a *****;† and very late intelligence asserts, that the mismanagement of the naval part of the expedition has been more absurd and mischievous than we have any idea of at home. Surely, when such rumours abound, when such a spirit of discontent, such a heavy gloom is spread over the spirits of brave seamen, some inquiry should be made into the causes; but I do not hear but that the author of this melancholy prospect is to retain his command, with full power to continue his ill-managed measures. Are we, in the course of a few short years, to see Sir R. Calder tried and reprimanded, after a decided victory over our enemies, and the man who has been so completely vanquished by Admiral Siniavin retain his power without censure? The honour of the navy is deeply at issue; and if, at the meeting of Parliament (a measure the ministers seem unwilling to try), no inquiry shall have been made into the conduct of the naval commander-in-chief, I do most earnestly entreat our naval members of Parliament to take care that his honour may be cleared, or his crimes punished, after a fair and impartial investigation.

I remain, Sir, yours, &c.

E. G. F.

THE following is a literal copy of a letter from on board the Africa, and gives an interesting account of the action between that ship and the Danish gun-boats:—

“ His Majesty’s Ship Africa, off Copenhagen,

“ MY DEAR FRIEND,

October 20, 1808.

“ I offer sincere thanks to Almighty God, for his infinite mercy in preserving my life this day, during a very severe action with the Danish gun-boats. We sailed from Carlscrona, in Sweden, about a week since, with a convoy under our protection of near 200 sail of merchantmen, for Malmo. Our convoy got into the

† Averse from unnecessarily wounding the feelings of individuals; anxious, that sentence should not be passed PREVIOUSLY to inquiry; and conceiving the expressions here alluded to by our Correspondent to be more harsh than is warranted by the facts which are as yet before the public, we have taken the liberty of omitting them. Justice will take its course; innocence will triumph; and guilt or imbecility will be punished or disgraced.—Ed.

wished-for port, all, I believe, except one taken, and three on shore, which were burnt by our people, to prevent their falling into the hands of the Danes.

“ The Africa kept between the convoy and the Danes, to cover and protect them. About one o'clock this day it was quite calm. We saw the Danish gun-boats rowing toward us, to the number of thirty-two : perhaps you do not know, but for your information I tell you, when a large ship is becalmed, she is quite unmanageable, a mere log on the water, which was our case. The Danes, with their oars, took the opportunity to come on our quarters and bows, where they knew we were weakest, and endeavoured to rake us. About half past two o'clock, they came within gun-shot of us, and we opened a brisk fire on them, from as many of our guns as we could bring to bear on them. They continued advancing, and stationed themselves some on the quarters, and some on the bows.

“ These boats have in a calm much superiority over a ship : by means of their oars, they can pull round a ship in any direction, and being small, comparatively only like a speck on the water, they are no mark to aim at like a large ship. They contained in all, as far as we can learn, about 1,920 men, and 128 guns, 32's and 42's, with swivels. To do them justice, they shewed much courage in coming near us, for our shot went far over them.

“ I was stationed at the lower gun deck, to hand powder from the magazine ; and I confess, I shuddered to see the poor sailors knocked down in our ship, as I could sometimes, through a slit in a thick flannel screen, which was hung round the hatchway on which I stood, to prevent any fire from the flashes of the guns communicating to the powder, as it was handed up to the people above us, immediately over the magazine. I confess my weakness ; my standing over the powder room, the shots pouring in, in every direction, together with shells, I thought the magazine would be blown up. I endeavoured to bear up against my fears, and succeeded.

“ Their grape-shot could only be likened to showers of stones or dust thrown into the ship by shovels. The screen round me was soon knocked away entirely, by splinters. A cartridge of powder, of 4lbs. which I held up over my head to the man above me, blew up, the lid of the cartridge-box being off, without hurting me, except a slight stroke on the eye. I cannot think how I escaped, but by an over-ruling Providence, from destruction. Several large shots came through the ship's side, close to me. Two

iron stanchions, six or seven inches in diameter, were shot through and broke to pieces. The man over me to whom I handed the powder was wounded in both arms and in the breast.

“At half past seven, those that remained of the enemy began to pull away from us. I am informed by our people who were on deck, they supposed the Danes suffered extremely by our fire, as they saw several boats sink, and they were picking up the people out of the water. Some had not more than five men left in them. The darkness of the night finished the business.

“At the conclusion we find that we have eight men killed outright, and in wounded many badly. The total is 61.

“Our colours were twice shot away. The enemy supposing we had struck, huzzaed and pulled nearer: we huzzaed and pelted away at them: they drew back.

“We expect the masts to fall if we should have much wind, before we can reach a port; in short, we have many shots between wind and water, and some such large pieces knocked out of the side, that I could almost creep through, and we are a mere wreck. Our boats are shot all to pieces; an arm-chest on the poop blown to pieces by their shells; but, thank God! we beat them off. We suppose their loss in men must be three times greater than ours, considering their numbers, and from what those on our decks saw. Those now in the ship, and who were in Lord Nelson's last action at Trafalgar, say, this surpassed it for hard fighting.

“The enemy shewed great courage. We have three officers wounded, and the sergeant-major of marines badly. Captain Barrett walked the deck all the time during the action, as cool and composed as if nothing was doing, encouraging his men. He has given both his cabins to the wounded; and the officers have given them their cots.

“We are going to Carlscrona to refit. The worst is, we have nothing but empty honour for this, and hard knocks; no prize-money.

“I am writing this on Saturday night. I drink all your healths and happiness in a glass of grog. This is a brave ship's company, somewhat under 400 men, and too much cannot be said in their praise.

“If the day-light had continued two hours longer, and the enemy persevered with a little more judgment, they had killed two-thirds of us, or sunk the ship, for she will, with our captain, never strike her flag while she swims.

" I suppose we shall next come to England, as our ship is above thirty years old, and quite done up. This evening (Saturday), about ten o'clock, we fell in with our commander-in-chief, Sir J. Saumarez, in the Victory. Captain Barrett went on board to him, and got orders to go to Carlscrona to repair his damages.

" *Sunday.*—I have been on shore, and on returning to the ship I was surprised on viewing her stern and sides. In the stern there is not a square foot without a shot striking, or a hole: there are 70 holes in it.

" We have got some carpenters from the ships here, and they are busy in repairing the damages, in order, as we suppose, to enable us to proceed to England."



MR. EDITOR,

AS I observe you frequently communicate many historical facts which would otherwise be entirely lost to the naval historian, I have again taken up my pen to chat a little respecting the astonishing success which the French had, during the summer of 1806, in getting their squadron safe into Fort Royal, Martinique. This extraordinary circumstance, which deserves to be more generally known, happened in the following manner:—Some time in June, I remember, Jerome Buonaparte, in the *Veteran*, of 74 guns, was the first of their squadron, under Guillaumés, that made her appearance, and was seen by an English frigate off the north end of Barbadoes. The information was immediately given to Admiral Cochrane, then lying in Carlisle bay, with his flag in the *Northumberland*, the only English line-of-battle ship on that station. He in consequence got under weigh for Martinique, and arrived off the harbour just time enough to see Jerome anchor his ship there in safety. Shortly afterwards, his Britannic majesty's ships *Canada* and *Elephant* arrived at Barbadoes, and proceeded immediately to join Admiral Cochrane in Gros Islet bay, opposite to Fort Royal: the whole then proceeded off the mouth of that harbour, where they only arrived to see two more of the French ships, who had gained the same anchorage with Jerome. On the same night it came on to blow very hard from the eastward, with heavy squalls, in which two of our ships, out of the three, lost top-masts and lower-yards: and before they could repair these damages, and recover their station off Fort Royal, four or five days had elapsed; during which three other sail of French line-of-battle ships had got in at two separate times. By this time Admiral

Cochrane had been joined by the Agamemnon. It surely was most extraordinary, that the French should have been thus able to get over their ships by dribblets, and in face of a superior force as ours was at first, and to all appearance so favourably stationed to intercept the enemy. The French ships which thus arrived in the West Indies had been at Cayenne; and it is said, that a difference of opinion taking place amongst the captains, had occasioned their thus sailing at intervals. I have to add, that only two of these French ships, after all, ever returned to France; the remainder were lost off the coast of America.

TIM. WEATHERSIDE.

MR. EDITOR,

London, November 11, 1808.

THE generality of seamen have an idea that the strength of ships and vessels is an impediment to their sailing, which notion makes them give too ready an assent to any objection that may be made to the many self-evident improvements in naval architecture for strengthening ships, and consequently adding to their safety, which have frequently appeared; not considering how many are naturally interested in the continuation of ancient errors and absurdities, and are enriched by the existing abuses in the construction and equipment of ships. This is a subject in which seamen are more particularly interested, from being liable to be the greatest sufferers. I therefore transmit, for insertion in your NAVAL CHRONICLE, a short examination of this notion, requesting you will be so good as to give it a place in your useful work.

I am, sir,

Your most humble servant,

MALCOLM COWAN.

An Examination of the Notion generally entertained by Seamen, that the Weakness or Looseness of a Vessel's Frame makes her sail the faster.

It is necessary to observe, in the first place, that the part of a vessel immersed in the water being bound firmly by the deck, can scarcely bend or twist in any way to affect her sailing; but we will suppose this actually to be the case, either longitudinally, or vertically, by the bending or leaning of the upper works, as the vessel rolls from side to side.

If a vessel, from the weakness of her frame, should bend

upwards and downwards, she would make greater resistance, as a hollow or concave keel is one of the greatest impediments to a vessel's sailing.

If the bend or twist should be sideways, part of the side would make a resistance diagonally to her proper course.

The rolling motion of vessels (particularly of lofty ships) causes the sides to bend or lean over from side to side, and this vertical straining or working certainly makes a material alteration take place with respect to the masts and sails, by giving them more play or motion, and in some degree altering their position. It often happens, that by slacking the rigging a vessel's sailing is improved; and it is usual in cutters to slack the runners and tackles when in chase, in order to give the mast as much play or motion as possible.

This effect is also sometimes produced by the practice of cutting the gunnels through in small privateers, although the motive alleged for so doing is that of making her bend and twist like an eel, as it is termed, in order to accomplish the same purpose.

By cutting through the gunnels of a vessel, the upper works may be made very loose; but as the deck must keep every part from bending or twisting under water, so as to affect her sailing, it must be simply by the effect this looseness of the upper works has on the masts and sails by slacking the rigging, that any alteration in the sailing can arise.

Ships sometimes sail faster when new and firmly bound together, than when they get old and weak. The best sailing trim of a vessel must depend entirely on the draught of water, the stowage of the hold, &c. and the position and trim of the masts, sails, and rigging; for no improvement in the sailing of a vessel, however weak or loose she may be, can be produced by her bending or twisting below the surface of the water.

April 28th, 1808.

MALCOLM COWAN.

MR. EDITOR,

London, November 10, 1808.

AS you have on a former occasion done me the favour to insert in your valuable publication, notices relating to my improvements on ship's sails, I have to request you will give admission to the following additional testimonials of their advantages.

I am, sir,

Your humble servant,

MALCOLM COWAN.

OFFICIAL REPORT TO THE ADMIRALTY ON CAPTAIN MALCOLM COWAN'S SAILS.

*Extract from Captain Lewis Shephard's Report to the Admiralty.**" His Majesty's ship Thisbe, Guernsey Roads,**March 13, 1805.*

" SIR,

" I beg you will acquaint my Lords Commissioners of the Admiralty, that I had an opportunity of trying a main course, on Captain M. Cowan's plan, on the 12th ult. in a very strong gale of wind from the E.S.E.

" I had occasion to reef the courses, and the main one was reefed in two minutes, without a man going aloft, and with very few hands. The sail remained perfectly quiet during the gale, without the least fret or chafing,

" It has many advantages over the former construction; not only for expedition, but when weakly manned, particularly on a lee shore, when it would not be prudent to start either tack or sheet; and the reef can as expeditiously be let out, should there be occasion to chase.

" I find the sail to haul up far more snug than by the old way, and, in my humble opinion, I cannot find one objection against it; and every seaman must feel himself very much indebted to Captain Cowan for his most excellent plan. I have the honour to be, &c.

*" William Marsden, Esq.**" LEWIS SHEPHEARD."**Secretary to the Admiralty.*

Captain Cowan has received three letters from Captain Shephard to the same effect.

Extract of a Letter from Captain C. M. Mansfield, of his Majesty's Ship Minotaur, of 74 Guns.

" His Majesty's ship Minotaur, off Ushant, April 6, 1803.

" I have tried Captain Cowan's mainsail, and find it a very good thing; write to him, and say that I have written to the Admiralty and Navy Boards on the subject. I can reef it in two minutes: I practise my people at it very often, and it is much approved by all my officers."

" To the Rev. George Jope, Plymouth Dock."

The second report from the Minotaur, on the advantages derived from this sail, after the battle of Trafalgar, may be seen, with others, in the NAVAL CHRONICLE, Vol. XVIII. p. 391.

*Extracts of Letters from Captain Lewis Shephard.**" His Majesty's ship Thisbe, Falmouth, February 13, 1803.*

" I am happy to inform you I had an opportunity in the late gale of trying your reef, which I approve of more than ever. Captain Norway, of the Tromp, and a gentleman came on board this morning to look at the reef. They highly approve of it, and think it a most excellent plan.

" My officers and men, from seeing it reefed in the gale, are quite delighted with it, now they perceive its utility. Depend upon it, no seamen can start an objection, when they have seen it reefed in a gale of wind.

" It blew excessively hard, and we shipped several very heavy seas.

" *To Captain M. Cowan, R. N.*

" LEWIS SHEPHEARD."

" *His Majesty's ship Thisbe, Guernsey, March 15, 1805.*

" I received a letter from Mr. Marsden, saying, it was their lordships' directions that I should give my opinion of your sail, as to its utility and advantages over the sails of the old construction, which I have done.

" I have shewn Sir James Saumarez and Captain Downham the plan, who highly approve of it, and give you every credit you deserve; in fact, every person who has seen it is of the same opinion, and I do not find one objection against it.

" *To Captain M. Cowan, R. N.*

" LEWIS SHEPHEARD."

REPORTS ON SAILS WITH HORIZONTAL CLOTHS.

Extract of a Letter from Mr. Edward Harper, Ship-owner, to Captain M. Cowan.

" DEAR SIR,

" *Hull, November 2, 1807.*

" I think it but justice to give you a further account concerning your valuable improvements in reefing sails at the foot, and making them with the cloths horizontal.

" With respect to your courses that reef without starting tack or sheet, the *Cognac* packet has one in use above two years; and from every account I hear, that very easy, expeditious, and safe plan of reefing cannot fail of being generally adopted ere long.

" Respecting the horizontal cloths, I had a main-top-sail and main-stay-sail made for her on that plan a year ago at Liverpool, and I have examined them after the many hard gales they have stood, and I find them much less chafed, &c. in proportion, than any sails in her on the old plan.

" So perfectly convinced am I of the superior saving and safety of your mode of reefing, and making with horizontal cloths, that I have had a fore-sail on that plan made here, and I shall, in every ship that I am concerned in, not fail having my sails made on your plan.

" I suspect few men who have experienced a severe gale of wind on a lee shore, will for a moment hesitate in believing your mode of reefing, without starting tack or sheet, and strengthening sails by making them with horizontal cloths, will be the means of saving lives and property.

" EDWARD HARPER."

Extract of a Letter from Mr. Trotter, Owner of the Good Intent, of Sunderland; dated Sunderland, January 30, 1808.

" Mr. Stafford has had some more sails (with horizontal cloths) made for the *Hero*, and a main-sail, top-sail, fore-top-mast stay-sail made for the

John; the main-sail and top-sail were made by Mr. Randolph (sail-maker), who objected very much at first to make them after the patent mode; but Mr. Stafford insisted on having them made with horizontal cloths. The sails gave great satisfaction, and Mr. Randolph now speaks of them in the highest terms of approbation.

"Mr. Todd (sail-maker) is now convinced that any sail may be made with horizontal cloths, and he has made a fore-sail, top-sail, and top-gallant-sail for their own ship the *Barbara and Ann*, Captain Bowness, who is in the transport service, and wrote for them from Deptford, particularly requesting that they might be made with horizontal cloths, and the fore-sail with the patent reef.

"Captain Ditchbourn, of the *Durham*, says he has made use of the reef in his fore-sail several times lately, in very heavy gales of wind, and it stands exceedingly well.

"Mr. Gregson, of the *Speedwell*, told me that he has found the reef in his top-sail very useful, and he is going to have a reef in his fore-sail, and intends to have all the new sails patent made.

"Captain Bowser desires me to inform you, that he intends to have all his new sails made the patent way.

"I have had a top-sail and jib made for the *Good Intent*, and I send you a certificate from the master.

"I find from the different captains belonging to the Port of Lynn, that the horizontal cloths are very well liked there.

To Captain Cowan.

"D. TROTTER.

Copy of a Certificate.

"Sunderland, December 6, 1807.

"I have had a patent top-sail and jib made with horizontal cloths, and, after trying, like them very well, for I find they stand nearer the wind than the other sails, and I think them much stronger.

"JAMES LAMB,

Master of the *Good Intent*, of Sunderland."

Copy of a Certificate from Mr. Todd, Sail-maker, of Sunderland.

"Sunderland, 28th December, 1807.

"This is to certify, that I have made several sails the patent way, and the method is much approved by those who have tried them. It is their opinion, that they will be a great deal stronger with the seams horizontal, and stand nearer the wind; and it is also my opinion, as I have made some for our own ship (the *Barbara and Ann*) the patent way.

"RICHARD TODD,

Sail-maker, of Sunderland."

Extract of a Letter from Mr. Stafford, Ship-owner.

"Sunderland, May 1, 1807.

"Having had a jib and top-gallant-sail made on your patent plan (with

horizontal cloths) for the Hero, I find it will be a great saving, from their longer duration, than the former mode of making sails.

"I would recommend the patent mode of making to every ship-owner, for their interest.

"To Captain Cowan.

"ANTHONY STAFFORD."

Extract of a Letter from Mr. George Brown, Ship-owner, of Liverpool.

"Liverpool, April 7, 1807.

"The sails that were made for the Lark brig and Lochneil sloop (with horizontal cloths) answer my most sanguine expectations, and I have no doubt but they will last much longer than those made in the old way.

"To Captain Cowan.

"GEORGE BROWN."

Copy of a Certificate.

"Sunderland, January 17, 1808.

"This is to certify, that the John and Hero, both of Sunderland, have had several patent sails (with horizontal cloths) in constant wear for several months, and we so far approve of the mode of making them, that we intend for the future to have all the new sails that we get made after the patent mode, as they stand nearer the wind, and we think them much stronger.

"T. STAFFORD, master of the Hero.

"J. BROWN, master of the John."

"Sunderland, April 30, 1807.

"Mr. Cuthbert Vaux, owner of the brig Durham, ordered a patent fore-sail of Mr. Todd, sail-maker. Captain Ditchbourn, of the said ship, finds it to answer, both for reefing and standing upon a wind, much better than the former way of making.

"JOHN DITCHBOURN."

Observations on Captain Cowan's Sails.

From the numerous testimonies in favour of Captain Cowan's sails, and on comparing them with the old sails, it is evident, that independent of other advantages, they must add considerably to the sea-worthiness of ships, and insure their safety in situations where they are now unnecessarily exposed with the common sails, to certain destruction, as may be easily exemplified. Suppose a man-of-war, with the old sails, and a deeply laden collier with the improved sails, to be on a lee shore in tempestuous and squally weather, with barely sea-room to weather the land, by carrying a press of sail: the man of war might be under the necessity of reefing the courses on account of the violence of the squalls, or from a variety of other causes, but might be lost, from the want of

time and sea-room to reef the sails in the old way, or from their splitting in hauling up to reef, or afterwards in setting them; whilst the collier (one of the worst calculated vessels for escaping from a lee-shore) would in all probability escape the danger, merely by reefing the courses expeditiously in the squalls, which she would be able to do, without starting tack or sheet, or taking the effect of the sails off the ship.

The lords commissioners of the Admiralty having been pleased to allow these sails to his majesty's ships, on the application of their respective captains, it is hoped that they may prove the means of saving many ships and valuable lives, especially as his majesty's ships are more subject than ever to the dangers of lee shores, from the number of enemy's ports now under blockade.

MR. EDITOR,

AN action in the Channel with a French frigate at this time, is so rare a circumstance, that every thing relative to the late proceedings of the ships which joined the Amethyst must be interesting. The following extract from a letter on board the Triumph, Sir T. M. Hardy, will add to the information which I trust some of your other correspondents will send.

" November 11, 1808.

" Last night, at half past 8 o'clock, P.M. we observed a gun fired, bearing due west, which was on our lee beam. We immediately bore up, and made all sail. Soon afterwards we observed a rocket, and a gun fired with it: we were at this time clearing for action: at nine, we observed two ships engaging each other, and running away before the wind: at 12 they ceased firing, and at one A.M. we saw the two ships close to us, and found them to be his majesty's ship Amethyst, and a French frigate, bound to Martinique, with 1,000 barrels of flour on board. She engaged the Amethyst three hours and a half, excessive hard fighting: we have been employed all this day taking the prisoners out. I have not been to sleep yet, for we were at our quarters all night. At three o'clock this morning a midshipman with a party of men was sent from the Triumph to the Amethyst to repair her rigging, which had been much cut. The captain of the Amethyst is a son of the late Lord H. Seymour."

SPLICE-ALL.

MR. EDITOR,

YOUR pages record more than one instance of the bravery manifested by the commanders and seamen employed by the East India Company, for which they have received the approbation and applause of their country, and the more substantial reward bestowed by those whose property their exertions saved from an enemy of all others the least deserving of success; but while we admire the skill and conduct of the moderns, we must by no means forget that our ancestors acted under a similar impulse of courage and fidelity, setting us an example, from which we have not degenerated, as will be perceived and acknowledged after the perusal of the following account of the gallant resistance made by Captain Wright and his crew in 1686, to the attack of several pirates.

Yours, &c.

ROBUR.

“ We have the following account of an engagement, which the ship *Cæsar*, Captain Edmond Wright, commander, maintained on the last day of October, 1686, against five East India pirates, of several nations: the said ship being bound for the East Indies, on the account of the East India Company, with a lading to the value of one hundred thousand pounds sterling, and having on board a company of one hundred soldiers, of the Lord Viscount Montgomery’s regiment (which his majesty was pleased to give leave to go in the said company’s service), and one hundred seamen. On the 28th of October we arrived at St. Jago, where having refreshed our men, we set sail again the Sunday following; but had scarce opened the weathermost point of the road, when we had sight of five ships, which were pirates, and waited our coming out, as we afterwards found, for they no sooner espied us, but they crowded all the sail they could possibly make after us; whereupon, imagining the worst, we likewise made sail, for the gaining time to put ourselves in the best posture we could for our defence; which having done, and perceived the pirates gained upon us apace, our captain ordered our small sails to be handed, and our main-sail and mizen to be furled, and put our ship right before the wind, concluding it absolutely the best way so to engage; and then having encouraged our men, every one repaired to his post:

About ten in the morning, two of the nimblest of the pirates

came up with us, the headmost having fired three or four shots at us, and finding we slighted him, stretched to windward, and there lay pecking at us, whilst his companion was doing the same astern, whom our chase guns from the great cabin soon brought upon the career, which we had scarce done, when the other three ships had got our length, and fired on us amain; those were ships of burthen, and could not have less than between twenty and thirty guns each, and full of men: the admiral and vice-admiral on our larboard side, designed to lay us on board, which the other did on our quarter; but we plied him so warmly with our small shot, which we showered on him from our tops, poop, and other posts, that he was glad to get clear of us again, and fell astern, having lost his bowsprit and abundance of his men, his hull at the same time not being impenetrable to our great shot, which we placed in and through him. The vice-admiral on our bow having had as hot an entertainment, and no better success, bore likewise away, and had the luck to receive our broadside, which carried away his foreyard and mizen-mast; whilst our stern chase so galled the rest astern, that after five hours sharp engagement, they began to bear away, to repair the damage they had received from us, which was questionless very considerable, and would have been yet greater, could we have played our whole gun-deck tier; but being so deeply laden, we durst break open never a port between decks, save our stern chase. All our men in general behaved themselves with great courage, and in particular the soldiers and their officers made use of their small arms with so much skill and bravery, that a large share of the honour of this action is due to them. The pirates having left us, we continued our course, having sustained some damage in our sails and rigging, and had one man killed and eight wounded."



MR. EDITOR,

Whitehaven, November 9, 1808.

HAVING formerly spent many years in the naval service of the Hon. East India Company, and still bearing in remembrance the many agreeable days I have passed in it, with my brother officers; this circumstance has occasioned in me a great partiality to sea affairs; and induced a hope, that I may possibly have it in my power to suggest some inventions that may prove beneficial to mariners in general.

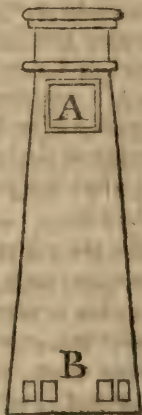
Although great improvements have of late been made throughout

the British dominions upon light-houses, yet I think it is still possible to make farther improvements, on so useful and necessary a building.

In the first place, I would propose, that every reflecting light should have a different colour or tinge, such as red, yellow, blue, &c. by which means they would be immediately identified at night, as soon as perceived, which cannot so certainly be done, as long as they are alike in that respect.

In the next place, I would recommend, that they should be so constructed, as not only to ascertain the bearing of headlands, harbours, &c. but also to determine the *distance* the observer may be from them, in the following manner, viz.

Suppose a light-house, to be erected according to the annexed elevation, and of a conical form, the great light, represented at A, may have what tinge may be thought proper; underneath, at the perpendicular distance of 50, 60, or 100 feet, I would propose four or five others at B, of a smaller size, to be seen a few leagues at sea. When these last mentioned are not perceivable, the observer may conclude that he is at a considerable distance from it; but, when any one of them are in view, he need only take the angle of altitude between it and the great one, and in a table, calculated before hand, he will find the distance he is from the light-house, by a very easy and expeditious method, sufficiently exact for his purpose.



Should you think the above worthy of insertion in your useful and instructive NAVAL CHRONICLE, you may possibly hear again from, sir,

Your obedient humble servant,

J. S. Purhouse

MR. EDITOR,

THE writer of the biographical memoir in the present volume of your excellent work,* thanks you for your protection of those topics which had struck *him* as worthy of your notice, and calculated for a due sense of honour to the memory of his friend, Captain Hardinge.

He begs leave to add, that you have heightened this obligation, by the good faith and by the diligence of your press.

Errata will obtrude—but he is aware of none which are material, except the inadvertence of an allusion to a passage which does not appear, but which the writer half repents that he suppressed (having at first given place to the anecdote), for it was a marked and critically affecting indication of self-denial in spirits, when they were most volatile, at an infant's age; but were controuled by a sense of gratitude, and the best of all heroism, a generous principle of the heart. A dispassionate and judicious friend of the writer (and of his hero), expressed a fear of the reader's contempt for any such anecdotes in such a life. The allusion will be found at the foot of page 284, and is there introductory to the letter which he had received in honour to his friend, and which has touched, in a few lines of matchless effect, the charm of his life.

But the writer of that memoir takes the liberty of addressing you again, for a purpose which he has infinitely more at heart—he wishes to correct and reform one of the many errors in his own manuscript, as a feature of the life so dear to him. He has been accused of an “*impotent and lame conclusion*” upon the unquestioned and signal merit of the last and brilliant enterprise, off the Isle of Ceylon: he *could* apologize for this defect, by his fear of his own partialities, but the generous reader will prompt that apology to himself, though he will not be offended or displeased if the forbearance, considered as an omission, could be repaired in some degree by the effect and spirit of a detail which has been laid before the king, and has produced in his majesty's parental bosom an impulse to a distinction of inestimable value conferred upon the family of the hero, as an heir-loom of the name so honoured by him.

When the San Fiorenzo left Ceylon, on its passage to Bombay, it is personally known to the writer of the memoir that his friend

* *Vide* page 257.

had no conception of the hope to find such an adventure in his way as that of meeting with *la Piedmontaise*; who, as General Maitland observes, in his letter, “had uniformly eluded the vigilance of other naval officers,” and who had been pursued by the *San Fiorenzo* in particular, but could never be reached.

Of his four lieutenants, one had been left behind him, Lieutenant Collier—an experienced and high-spirited officer, who would have animated this or any similar enterprise with his powerful aid, if a disabling indisposition had not compelled him to remain upon the island, for the purpose of sailing from thence to England for the recovery of his health. In general the *San Fiorenzo*’s crew were too sickly for the complete and perfect exercise of their natural energy, whether in attack or defence.

Not a single enemy had appeared in sight on the voyage or in earlier destinations of this frigate.—Captain Hardinge had once been the commodore of a little squadron when commander of the same frigate, but saw nothing which could interest his enthusiasm for the service he loved.

Of the alarming and formidable disparity between the two frigates he had previous and minute intelligence: he had stated it in the letter which described the pursuit in 1807; and the accuracy of his naval eye has been delineated by the anecdote of the *Ville de Paris*. He must therefore have ascertained the *Piedmontaise* at the moment he saw her, by the description he had received.

In the night of March the 6th, our hero took measure of this powerful adversary in his view—pursued her—and compelled her to defend herself against him. After a short conflict she ran away, and he pursued, but could not reach her again till six o’clock the next morning. This interval of time would of itself prove the defect of the English frigate in her sailing powers, and the unparalleled exertions of her crew (sickly as they were) to counteract the fatality of such a defect; but we know, from other statements, and from the history of *la Piedmontaise*, that she had, up to that period, uniformly outsailed her adversaries, and had rather levelled her blow at their commerce than at their gallant spirit and their established fame.

The action was renewed for a period of near two hours: again the enemy made all sail away. The main top-sail-yard of the *San Fiorenzo* had been shot through; the main royal mast and both of the main top-mast-stays, the main spring-stay, and most of the

standing and running rigging had been crippled ; all the sails were cut to pieces ; and most of the cartridge had been fired away.

The San Fiorenzo employed all hands to repair her damage, and fit herself again for action. She kept sight of her fugitive adversary, and at nine o'clock on the following day bore down upon her under all sail. This third action was decisive and completely victorious, but was clouded by the death of its hero !

Thus had perseverance, alacrity in resources, and skill in the application of it, but, above all (the best feature of naval courage), the patience of its discipline, kept alive by the zeal of its hope, enabled a superannuated frigate, of 38 guns, and mustering 186 men (officers included), and most of them out of health—after an action renewed three successive days, and in every conflict the assailant of the enemy (who fought in self-defence with reluctance and by force)—to overcome and capture 566 men, armed with 50 long eighteen-pounders, in a vessel distinguished by its youthful powers, and flushed with habits of conquest over its inferiors.

The moment of the hero's death is not with accurate precision yet ascertained, but it seems generally understood that he fell at an early period of the last and victorious attack.

It would be unlike what *his* conduct would have been, had he survived his wound, but had been carried below the deck, and would now be unworthy of those who represent the delicacy of his honour, to dissemble the fact, that much of his fame is amply shared, as much of his enterprise was nobly emulated, by the first lieutenant, who fought the remainder of the last action under such heavy disadvantages, and captured the enemy. But having marked with praise the most unequivocal this due honour to the successor, I have no fear to be thought arrogant for *my own hero*, if I attribute part of the merit in this latter branch of the enterprise (though it survived *him*) to his *example* when he was no more—to the love and zeal for his memory, which animated his crew, and, above all, to his equipment of his naval powers for the decisive blow, and for that impression of it which he made when the action was last renewed, which terminated in the victory and the capture.

Captain Robert Falkner's death, at the distance of three hours from the subsequent capture of his adversary, was considered as no diminution of his fame in the action which took him from the

world, though, of course, his first lieutenant must have divided *his* renown in winding up with congenial ability and spirit what the hero who fell had commenced and inspired.

The words of Captain Byng are very short, but, although you have published them in your Gazette Letters,* they should not have been omitted in the memoir, because they impart in a few words a powerful testimony to the character of his brother officer and friend:—

“ In the last action, that excellent and gallant officer, Captain Hardinge, fell.—By all information, a more severe and a more determined action, or in which British valour has been shown more conspicuously, has not been fought in this war.

(Signed) “ G. BYNG.”

The new arms and crest which his majesty has granted are allusions to the gallant spirit, abilities, and successful perseverance of this excellent officer in his capture of the Dutch war-sloop *Atalante*, followed up, at the end of only four years, by this brilliant service of the attack made on la *Piedmontaise*.—The arms represent the dismasted frigate in the act of being led by its victorious antagonist, with its colours placed under those of Britain.—The new crest is a naval sword passing through a wreath of cypress to another of laurel, which terminates the point. Across the sword are two flags, one of them Dutch, and the other French, inscribed *Atalante* and *Piedmontaise*. The motto is from Horace: “ *Posterá laudes recens.*”

It is to all the male descendants of the last Nicholas Hardinge, and their male posterity who shall bear the name of Hardinge, that his majesty has given these new arms, to be respectively borne by each of them for ever.

PLATE CCLXX.

THE accompanying engraving, by Bennet, is from a drawing by that rising young artist, Mr. William Westall, and is a view of the east end of the island of Madeira.

Some hundred yards from the east end is a perforated rock, about fifty feet high: large boats can pass underneath it with ease.

* *Vide* page 156 of this volume.

PHILOSOPHICAL PAPERS.

Disquisitions on Ship Building, from the Correspondence of the late Admiral Sir C. KNOWLES, Bart. communicated by Mr. WHITE, late of the Royal Yard, Deptford.

[Concluded from Vol. XVI. page 422.]

LETTER XI.

SIR,

London, October 13, 1770.

I AM favoured with your letter of the 9th, and am not at all surprised at what you tell me, of a deep laden sloop beating your packet in a fresh gale of wind; which you impute to your rigging being tight. It might contribute somewhat towards it, by altering the position of your centre of gravity lengthways, but the principal reason was the great inclination which the effort of wind on your sails and the great weight of that monstrous mast gave your vessel, whereof the figure of her body was totally changed: for, as I told you in my last, no vessel was ever built to sail on her broadside.

Captain Bentinck and Captain Douglas have been with me, who find the same fault with your being over masted that I do: though the first you say advised you to use larger sails. I have a model of the packet nearly finished; with which, when I have tried all the experiments upon her, demonstrating the truth of what I have advanced, and reduced them to calculation, I will send you them. In the mean time I send you a simple experiment; which, though founded on a supposition of the contents of your sails, you may amuse yourself by trying (should they contain more or less). Allowing that there is 1,000 square feet of surface in all your lower sails, and that the wind blows with a force equal to five pounds upon one square foot of canvass (which is more than it did in the great storm of November, 1704), the impulse which all the sails will receive from the wind will be equal to 20,000 pounds, or ten tons. This effort operates not only upon the mast, but also upon the boom gaff and bowsprit; each has a share, and may be demonstrated; but as the mast is our only object now, that alone will be spoken to.

In order then to ascertain the diameter of such a mast as is capable of resisting the before going impulse of the wind, and with which you may always navigate with safety, try the following experiment:—

Take a piece of sound fir, of an inch diameter when rounded (no matter for the length), and lay a foot of it over a block, or fulcrum, and fasten the other end securely; then hang a scale to

the extremity, and keep adding weights to it till it breaks the stick : ordinarily it will take about 120 pounds to break it ; therefore, if it can be had, it is best trying this experiment with a stick made of a piece of the soundest part of the same mast, and note only the pounds it requires. Out of this experiment arises this question : If it requires 120 pounds to break a stick of one inch diameter, at a foot from its fulcrum ; what weight will it require to break a mast, at the same distance from its fulcrum, and what must its diameter be ?

We have already the impulse of the wind upon your sails, viz. 20,000lbs. and we suppose the height from the deck to your gaff, or head of your sails, to be 40 feet. The centre of gravity, or centre of effort of all the sails, lies at about 23 feet above the deck, and 25 below the gaff (which you will find by squaring the contents of your sails at that height). Divide then their total impulse, 20,000 by 48, and you have the effort at every foot high, in number of pounds, which is 416 pounds per foot ; multiply this by 23, and you have the force in pounds which the wind exercises in that point, viz. 9,568 pounds.

A mast that is capable of sustaining an effort equal to that weight, at the end of a lever 48 feet long, ought to sustain one 48 times greater, applied to the distance of a foot, which amounts to 459,264 pounds. Now divide this by 120, the number of pounds to break the stick, and you will see the mast required must be 3,827 times stronger than the stick with which we made the experiment. Therefore, relative forces being as the cubes of their diameters, there remains no more but to extract the cubic root of 3,827, to know what diameter the mast ought to be, which is something more than 15 inches ; if I remember right, your mast is 18 inches.

The height of your mast, and the particular strain upon your boom, gaff, and bowsprit shall be the subject of my next, as I am straitened now for time : therefore shall only advise, that, as this calculation is made for the safety of your vessel, as well as for her faster sailing, I wish you would not delay it ; for as winter is approaching, you must either reduce your mast, or take in more ballast.—I will only say I am so sure of my principle, that I will venture to pay for the masts if it does not answer.

I am, sincerely yours,

CHARLES KNOWLES.

P.S. The Admiralty will not hire any vessels, but those who have Parl——y interest.

Compliments to Mrs. Story.

LETTER XII.

SIR,

Bulstrode-street, October 21, 1770.

As I fear my time will be too closely employed, during the rest of my stay in England, to admit of much leisure for trying the experiments I proposed with the model of your vessel (intending to set out for Petersburg next month), I take this opportunity of sending you such further observations and reflections as have occurred to me since I wrote to you last ; and of recommending to you a trial of them, which, as I told you before, I will venture to pay for, if they do not answer.

First, I apprehend, as your vessel was lengthened 20 inches from the draught first proposed, that your main-mast is at least 20 inches too far forward : this you will perceive will carry your main-sail, boom, and gaff, bodily so much farther aft, consequently your centre of gravity lengthways, whereby your pitching so deep will be greatly lessened, and the vessel not gripe so much, but possibly carry her helm near a midship, which will likewise make her pass much swifter through the water. Should that not be the case, but she gripe still, the boom and gaff must be somewhat shortened ; but at all events lessen them, especially the gaff, and particularly at the outer end.

As I take it for granted you are so convinced of the rectitude of what I wrote you last, about lessening the diameter of your mast, that you have done it, I shall repeat no more on that head now, but observe, secondly, that your vessel was also raised, fore and aft, something higher than the plan, in order to deepen your waist ; this has therefore heightened your centre of gravity ; which, though it were but half an inch, is many tons : consequently, then, it becomes necessary to shorten your mast something (which acts as a lever to overturn her, when the wind is on her broadside), to counterbalance that force : by doing this, the vessel will go more upright, and her accelerating force be greatly augmented, without much change in the figure of her body that she was designed to sail best with ; and you will have the honour of beating every vessel you meet, with half the sail they carry.

I most heartily wish you every satisfaction ; and should you be obliged to cut your sails, cut them by the head, not the foot ; and carry your chock for the bowsprit with you, and try the experiment both ways, first as it is, and afterwards use the chock, and steeve it more. But I think if you steeve it agreeable to what I wrote in my former letter, and also rake your mast accordingly,

you will find it answer. If these alterations do not answer, let me know; and, if you approve, I will obtain you leave from Lord Saudwich to stay a week or two behind, and I will come down and stay with you till we get her in a perfect trim: for I am so sanguine about her, that I would risk my all upon her sailing.

The vague dimensions of masts and sails, as commonly given to ships, are sufficiently exploded by Mons. Bougier. I am fixed in my principles, and therefore shorten your mast at all events. Health, happiness, and success attend you! and I am,

Most faithfully yours,

CHARLES KNOWLES.

P.S. Excuse my incorrectness, as I write in a hurry, my family going abroad to morrow.—Compliments to Mrs. Story.

P.S. Once more remember, let a ship be constructed upon unerring principles, and the best that ever was formed, yet she may be rendered the worst by over-masting her, or displacing her lading.

LETTER XIII.

SIR,

Bulstrode-street, September, 1770.

I have received your obliging letter: am glad you begin to think with me that it was necessary to cut your mast. Believe me, if it was cut more, the vessel would prove the better, and sail faster. As to some builders being against it, I am not surprised that they cannot comprehend my principle. But for those I have a tale: a man was to run a race with another, for a wager, with a burthen upon his shoulders, which he did, and won it. But, unknown to him, the weight was so disposed as to be placed most for his advantage and ease. After this, he was so vain, that he offered to run with the same burthen upon his head, and lost it.

A vessel therefore, that is formed to sail quickly, cannot be made to carry the same quantity of sail that one of equal tonnage will carry which is full built; nor can a vessel be built formed to carry burthen, which will sail as fast with so small a quantity as a fine figured body. It is therefore demonstratively true, that no one ship, or vessel, can possibly be formed to have every requisite quality, both united and distinct, to the greatest degree of perfection. Experiments and investigation will in time teach us how far we may combine these distinct qualities in the configuration of a body: yet, whilst they are blended, each must always fall short of that point of perfection to which each may be carried separately.

I write my ideas thus plainly to you, as I perceive you take pleasure in being informed ; and I persuade myself, on your finding the truth of them verified, by carrying them into execution, you will receive the more pleasure. But be this as it may, let me beg of you to take some opportunity of trying the vessel, at the draught of water and trim she was built to sail at ; which I think has not been done yet : for till then, I do not think it any fair trial.

As to her griping with the wind on the beam, which you mentioned at that draught of water she was then at, it is a proof she had too much after sail ; in that case, when she is in proper trim I would cut the gaff, and the main-sail, by the mast to it, as it gives* that way. I most sincerely wish she may answer to your entire satisfaction ; and that every success may attend you, that you can desire.

Being, sir,

Your most faithful humble servant,

CHARLES KNOWLES.

LETTER XIV.

Bulstrode-street, September 29, 1770.

Philips and Matthew smack, burthen 53 tons, or thereabouts, five years old, Ph. Deane, now ready for sailing. Written, Oct. 7.

SIR,

I have been to the Isle of Wight for some time past, and returned but on Tuesday, or should have thanked you for your two obliging letters : the last made me excessively happy ; as it proved, in the first place, the rectitude of what I wrote you, and in the next, I perceived you had pleasure from it yourself.

You need not be in the least doubt about reducing your mast yet at least three feet in length, as well as moving your mast a little further aft, and raking it more : but I would advise cutting your main-sails by the goreing at the mast, and not by the straight lurch ; and to steeve your bowsprit something more, and I will answer with my head, she sails better and better still : for believe me, a boy (which I compare your vessel to) cannot carry the same burthen a strong man can do, which is the same thing. But no ship or vessel is so constructed, nor was ever intended, to sail best on her broadside. The more upright, the wholesomer sea-boat she will prove, and the swifter she will pass over the waves, nor throw and force them over her. * * * * *

* Or gores. This word, like some others in the original, is difficult to make out, owing to the writing.

MR. EDITOR,

Folkstone, November 19, 1800.

NEARLY the whole of the accompanying paper on water-spouts at sea, was transmitted to Sir Joseph Banks, on my return from the Mediterranean in 1802, and I understand that a copy of it is at this time deposited in the archives of the Royal Society; but as the constant object of my wishes is that of ascertaining what degree of danger attends these phenomena, I now take the liberty of soliciting (through the medium of your CHRONICLE) any remarks that may be made on so interesting a subject. I cannot omit, on this occasion, expressing my regret, that the *officers of the navy* are so little in the habit of transmitting you similar observations, because I sincerely believe that nothing would more effectually lessen the calamities we are exposed to; for if ever there was a service distinguished for the *multiformity* of its perils; if ever there was a profession where safety, where honours, and every thing depended on *timely anticipations*, that service, it must be admitted, is the *naval* service we are engaged in; that profession, indisputably, is the profession of a *sailor*.

I am, sir, yours, &c.

W^m Ricketts R.N.

WATER-SPOUTS,

As seen from his Majesty's Brig El Corso, William Ricketts, Esq.
Commander, in the Mediterranean and Adriatic Seas, 1800—1801.

From the sensation of alarm generally prevailing in ships on the approach of water-spouts, and the serious consequences that may result from the endeavours of mariners to avoid them, I have been induced to believe that any communication tending to throw light on the subject, cannot fail to prove very desirable to the Royal Society.

Previous to the month of July, 1800, my opinion of water-spouts was formed on the basis of those popularly inculcated among sailors. By them I was led to imagine that *all* water-spouts were solid columns of water, *pumped* up, as it were, by the action of the clouds from the sea, the vicinity to which was attended with imminent danger, as well from a vortex created by the ascending fluid, as from the occasional fall of a tremendous deluge from above; and it was under considerable apprehensions arising from

such impressions, that at the latter end of July, 1800 (while sailing among the Lipari Islands), I was suddenly awakened by a hurried exclamation from the officer on watch, that a water-spout was near, and would soon be aboard us. On my reaching the deck (which was done without the delay of dressing), I immediately perceived from the larboard quarter, that a phenomenon of that nature was actually approaching us. The night at this time was dark and calm, though the water was slowly undulated. The clouds were generally low, black, and stationary, while the object of alarm, but a few yards from the quarter, appeared as part of a cloud itself, descending in a tapering and circular form to the sea. Hardly had we time to make these observations, before the spout (accompanied by a broken sound of sharp and heavy rain), moving at the rate of two knots, proceeded gloomily towards us, almost touching our stern; and in less than two minutes more, the whole phenomenon, without any visible alteration of form, had suddenly and totally disappeared. It was particularly remarked, that the moment the spout had proceeded beyond the larboard quarter, a light air of wind came in from that point, as though we had been becalmed by its approach; and, on examination, the after part of our main-sail was found to be wetter than the rest.

As from the latter circumstances, and the dampness sensibly felt by all those who stood only in their linen on deck, no doubt could possibly be entertained that, had the popular notion of a created vortex, &c. been correct, inevitable destruction must have followed: it afterwards became with me a matter of doubt, how far experience would prove the received opinions to be just. Respecting the propriety of these doubts, a very fine opportunity of judging not long afterwards occurred. It was in the month of November, 1801, whilst cruising along the Istrian shore, that, soon after noon, our attention was excited by the appearance, in the south, of a lofty black inverted column, resting as it were on the sea, and reaching to the clouds. Round the lower extremity of this column there arose a thick and voluminous vapour (resembling steam), which, on its attaining a moderate height, flew out in scroll or volute like forms to the east and the west. Whilst we were occupied by the above phenomenon, our attention was hastily diverted by what at *first* appeared only a small agitation of the water; afterwards, by observing this water rise into a vapour; and ultimately, by seeing that vapour ascend in the form of a cloudy

pillar from the sea. In the mean time (that is, from the moment the vapour began to appear), a dark cloud immediately over, was observed to be dilating itself (downward) into the shape of an udder, from whence there instantly descended a pillar, similar in figure and colour to the former.

It was then directly remarked, that, although the velocity of both these pillars, or parts of a pillar, was increasing as they drew near, yet, that the speed of the upper one was considerably greater than that of the lower; this disproportion continuing till they had nearly united, when a junction, on both sides, was rapidly formed. During the period of making the latter remarks, the column first noticed was suddenly divided more than two thirds down, the superior part flying upwards like the curling of a shaving, whilst the other sunk away with the vapour, which had previously begun to subside. In several other parts of the same dark cloud, great downward swellings, or udders, appeared, under which, but not always in a vertical direction, the water was seen to foam, and vapours of different elevations arose, producing an effect extremely curious, and altogether difficult to describe. In all, seven water-spouts were completely organized, out of which number two were made as curves, retaining that shape throughout; one enlarged its original curve, till it became a perpendicular; two others, leaning obliquely, never altered their position till broken; and the remainder, being at *first* vertical, were always the same, and beautifully formed. However curious, on perusal, may seem the preceding remarks, there remains one, still more extraordinary, to be stated. It is, that straight up the centre of several spouts (like quicksilver in a glass tube) we could distinctly mark the ascension of a fluid, light in its colour, and subject to great variations in its pace; but it was constantly observed, that the nearer the spouts approached to perpendicular, the more actively the fluid was moved. The durations of the above phenomena were from three to five minutes; and it is proper to observe, that *not the smallest symptoms of falling water was at any time seen*, though one of the spouts was scarcely constructed before it was destroyed. It is necessary to add, that our estimated distance from them was from six to eight miles, and that the wind was considered as light, though it had blown fresh for several days before from the south-east, accompanied with almost continued rain.

NAVAL LITERATURE.

Memoirs of JOSIAS ROGERS, Esq. Commander of his Majesty's Ship Quebec. By the late WILLIAM GILPIN, A.M. Prebendary of Salisbury, and Vicar of Boldre, in New Forest. Published by his Trustees, for the Benefit of the School at Boldre.

MR. GILPIN's name is so well known in the literary world, that we need add nothing more, in introducing this interesting volume to the attention of our readers, than our assurance that they will find it worthy of their attention, and of the gallant officer whose services it records. It is dedicated in the following manner :—

“ TO

“ SIR ANDREW SNAPE HAMMOND, BART.

“ COMPTROLLER OF THE NAVY.

“ SIR,

“ THOUGH I have not the pleasure of being acquainted with you, I trust the following pages will not be an unacceptable present to you. You and I are both interested in the amiable and respectable subject of them : he was a friend of yours, and a parishioner of mine : to you he was particularly dear. You brought him up ; and under your auspices he learned those lessons of naval knowledge, which were the foundation of all the noble actions of his life. Fortunate, sir, you have been in introducing such a man to the service of his country. I could mention another * whom you trained up in the same field of glory, and who was likewise the intimate friend of the subject of these papers : with him I was no way acquainted, except, as numbers were beside me, from his excellent character, both in and out of his profession. Both these excellent young men are now gone, and have left such examples behind, as will not, I fear, in many instances, be copied ; in none, probably, outdone.

“ The materials from whence the following memoirs were drawn, consisted of a variety of letters, journals, and verbal accounts from

* Sir Andrew Douglas, who was second captain of the Queen Charlotte in the sea fight on the 1st of June, 1794. He received a wound in his hand, from which he never recovered : it was at last the cause of his death.

persons acquainted with the facts ; with many of which, I dare say, sir, you are well acquainted ; and will, I doubt not, agree with me, that a life so full of incidents and noble actions, ought not to be hid in journals and log-books, but should be produced into public, as an example of acting and suffering with the magnanimity of a hero. A long and cruel war hath opened the characters of many gallant men, and given birth to many gallant actions. Many, who have survived their gallant exploits, have been gratified by their country with honours and rewards ; but many, who might equally deserve them, were cut off in the midst of their glory. Among them was the subject of these memoirs ; and as he cannot receive the honours of his country, let us at least pay his memory the tribute it deserves. And as the minister of his parish, it appeared to me that I was a proper person to bring such an example forward.

“ I am, sir,

“ Your most obedient,

“ and very sincere humble servant,

“ WILLIAM GILPIN.”

Vicar's Hill, May 18, 1803.

The following extract is taken from page 8 :—

“ Very soon after these events, about the year 1775, the American war broke out, and Captain Hammond was appointed to the command of the *Roebeck*, of 44 guns. He carried Mr. Rogers with him, whom he now found a very useful man, on various occasions. In March, 1776, he sent him, under his second lieutenant, in an armed tender, to surprise Lewestown, lying within the capes leading to Philadelphia. As this expedition engaged Mr. Rogers, who was then under twenty years of age, in a series of uncommon adventures, which will open his character in a great degree, I shall dwell the longer upon them.

“ The *Lord Howe*, which was the name of the tender, had been only a few days at sea, when she gave chase to a small American sloop. The wind blew a vigorous storm from the north-west : but Mr. Rogers and four men at the hazard of their lives, boarded, and took possession of her. She was soon, however, hurried away in the blast, out of sight of the tender. Her sails were shivered in pieces ; her boom was broken ; and the frost was so intense, that every wave that broke over her formed itself immediately into ice. The men, it may be supposed, were in a most distressed condition. Obligated to incessant labour in so cutting a blast, they were covered with icicles, and their jackets frozen to their backs ; two of them were frost-bitten ; one of them entirely lost the use of his feet.

“ In the mean time, the vessel became so heavy and unwieldy, with the quantity of ice that had generated in her, that Mr. Rogers was afraid every

moment she would go to the bottom. It was found that, in straining, she had sprung a leak, which engaged their few hands in the toil of incessant pumping. Three more of the men, unable to stand the deck, were carried below.

Eleven days they were driven about at the mercy of the storm, in this distressed condition. On the 12th the wind subsided, and a gentle southern breeze springing up, brought pleasant serene weather. The vessel was cleared of ice, and what little they could do, was done to the sails and rigging. They were also now pretty well assured of their course: the land they saw at a distance, they conceived to be Cape Charles, one of the capes of Virginia. Mr. Rogers, therefore, who had never spared himself, being worn out with incessant toil, had thrown himself on a hammock, in this moment of quiet, and was immediately asleep.

He had not slept many hours, when he was suddenly roused by a violent outcry, calling him on deck. He leaped out of his cabin; when, to his astonishment, he saw the vessel close in with the land, and just entering a tremendous surf, which must necessarily dash her to pieces.

"All this was mystery to him; for when he fell asleep he had left the vessel making the very course he wished. He soon, however, suspected (what in fact was the case) that his own people had conspired against him with the people in the sloop; and had resolved to run the ship on ground as soon as they could; but not expecting such a reception from the surf, were now at their wits end, and seemed obedient to his orders. It was no time, however, to make conjectures—self-preservation was the only idea which now possessed them.

"The ship soon grounded, and great part of her stern was beaten in by the waves. She fortunately, however, lay with her broadside to the shore; so that the water thus sheltered became somewhat more calm. This made it more easy to get out their two boats, which held them all: Mr. Rogers saw the whole crew safely out of the ship, before he jumped into the boat himself; but just as he was putting off, he was struck with the cries of the poor man who had lost his feet by the frost, and could of course make no effort to save himself. Mr. Rogers could not bear the thought of leaving him behind, and getting into the ship again with extreme difficulty, carried him down into the boat.

"The surf was very violent; and there seemed to be a vast expanse of sea before them; but, to their astonishment, the boat presently struck, and what appeared to be sea, was in fact only a white sandy beach, glazed with water. After walking about a mile, they joined their companions, who had gone off in the first boat while Mr. Rogers was occupied in his benevolent services to the lame man.

"Having now got on firm ground, they found they had been wrecked on a sandy island, wooded at one end, and separated from the main by a narrow channel. To the shelter of the wood they immediately betook themselves.

"Mr. Rogers had now time for reflection. He had yet observed no act of disobedience in the crew; but he saw there had been a conspiracy

among them, and upbraided them with it. They were only half-formed villains, and confessed the truth. They protested, however, that they had acted from no disrespect to him, but merely from self-preservation, as they believed the vessel could not possibly live any longer at sea. He then told them they had done enough to forfeit their lives to the laws of their country; but they had now an opportunity of retrieving their fault. 'Yonder,' said he (pointing to a vessel at a distance in the creek), 'lies a schooner of the enemy; join with me in taking possession of her, and I will give you my honour that what is past shall never appear against you. Finding, however, that this proposal made no impression, and fearing lest every moment they might seize him, though they still expressed a kind of respect, he did not care to exasperate them, by pushing the matter farther. His next wish, therefore, was to destroy the vessel they had just left, especially six swivels, which might have been of use to the enemy. But he was well assured, if he made his proposal in that form, it would answer no end. He advised them, therefore, to accompany him on board the ship, to get some necessaries out of her, especially provisions, of which they were in great want. Hunger pressed them, and they consented: twice they attempted to get on board in the large boat; but the surf filled her, and they were obliged to desist. A third time attempting it in the smaller boat, which was built of cedar, and very light, they effected their purpose.

" Mr. Rogers' first business was to throw the swivels into the sea; his next, to set the ship on fire; but every thing was drenched in water, and he could find nothing that would burn. While he was rummaging below for some combustible materials (always more intent on his business than on his interest or his safety), the villains took the opportunity of deserting him, having gotten what provisions they wanted. When he came on deck he found himself left alone in the ship, and saw that now their boat had nearly reached the shore.

" Still, however, determined to do all the mischief to the ship he could, he seized an axe, and cut the rigging and sails to pieces, and what other damage might single-handed be done: and then running along the bowsprit, which now lay nearest the coast, he threw himself into the sea, and was presently washed on shore, though half suffocated with sand and surf. He then sat down a few moments to recover his breath, and let the water drain from his clothes, the weight of which he could hardly support. When he arose, he saw a party of men landing on the island, about a mile from him. As he concluded they were in quest of him, he thought it prudent to provide as well as he could for his safety; but he found it was with difficulty he could walk; his legs were swelled, and his strength exhausted with the fatigue he had undergone. He made his way, however, towards the wood, where he thought he might at least for the present be concealed.

" On his entrance, he was fortunate enough to meet two men, to whom he told a piteous tale; which, with the deplorable figure he made, excited their compassion, and they promised to carry him to their dwelling, about

five miles off, partly by land, and partly by water : it was difficult to say which mode of conveyance was worse. It was torment to walk ; and sitting in an open boat two hours had benumbed him so much, that when he was taken out of it, he was not able even to stand. With the help of two negroes, the men carried him to their houses, where refreshment was given him ; his feet chafed and bathed ; and a bed prepared for him between two men, with a hope that animal heat would restore him.

“ His thoughts, before he fell asleep, were employed in planning his escape, before he should be discovered. In the morning, therefore, he proposed, when he hoped he should be recruited, to steal into the woods, where it was probable he might find some runaway negroe, who would carry him to Chesapeak bay, which could not be far off, and there he might be sure to find some British cruiser. With these pleasing thoughts, and the glow of a returning circulation, communicated by the warmth of his two friends, he fell into a profound sleep.

“ But his repose was short : in less than half an hour he was roused by a party of men, rushing into his room, and ordering him with the most abusive language, immediately to get up and go along with them. He begged them to have compassion on him : he shewed them his legs, how unable he was to walk, and desired they would leave him at present under a guard, where he was. If he could not walk, they told him, they would teach him the use of his legs, by pushing him on with their bayonets. Their inhumanity roused his spirit : he could not help smiling contemptuously upon them, and resolved to ask no further favour, but to brave his lot with fortitude, whatever it might be. Having walked, however, or rather staggered, three hours, through a country deep in mud, he felt himself in a high fever ; and his conductors, merciless as they were, finding his poor swollen feet could carry him no farther, left him at a small public house on the road. Here, in a fortnight, through the vigour of an excellent constitution, he recovered ; he was then carried farther into the country, lodged in a prison, and treated with new severity. His room had not the least appearance of a bed, or furniture of any kind : there he was left almost two days without food ; and on the third received only a slender pittance of raw salted pork, with a little Indian meal ; nor did this severity relax during his confinement.

“ It is difficult to conceive how such savage cruelty as this young man experienced could exist in a Christian country ; but the rage of civil war was then just breaking out in all its ferocity ; very atrocious actions had been committed on both sides ; of which, no doubt, both sides were afterwards greatly ashamed. But no cartel had then been established, nor any mode of reciprocal lenity to prisoners had taken place. Mr. Rogers, too, it may be supposed, had unhappily fallen in with some of the violent of his enemies, who thought the greater severity they shewed to a prisoner, the greater attachment they discovered to liberty. Their severity also was probably more incited towards him, by the accounts they had received of his activity in destroying one of their ships.

“ While Mr. Rogers was meditating, one day, on his hard situation, and.

looking through the gate of his prison, he observed an elderly gentleman walking past, who observed him, he thought, with an eye of compassion. He saw him again, and still thought he observed the same humanity marked in his countenance. On the strength of this observation, he got a message conveyed to him, intimating his distressed condition, and expressing great gratitude, if he would supply him with a little food, of which he was greatly in want. This message not only produced a plentiful supply of provisions while he continued in prison, but a bed also, and other necessities. A servant, too, was sent to wash his shirt, which he found a very great relief.

“ Mr. Rogers had now continued in prison about five weeks, during which time, he had by some means procured an old razor, which he notched, and with infinite caution and difficulty had cut through the bars of the window, intending to make his escape; when an order came for his removal to Northampton, about fifty miles farther in the country. Before the guard marched him off, he was permitted to call upon his old friend, to whom he offered to make some return for what he had received; for though he had been so severely treated, he had never been rifled, and had in his pocket a few dollars. His friend, however (whose name I do not find mentioned), was hurt at the idea of a compensation, and bidding him put his dollars in his pocket for a better occasion, they parted, with tears of gratitude on one side, and the kindest wishes on the other. The old gentleman who was so kind was a quaker; the compassion and subsequent kindnesses he received from others of the same persuasion, fixed in Captain Rogers’ mind a high veneration for the whole sect.

“ After marching seventeen miles, the three companies, of which the party consisted, halted to take refreshment; and when they had finished their repast, invited him to pick their fragments. The pill, he says, was rather too bitter; so he marched five miles farther, and at night was allowed to purchase a roast fowl. Their route was continued the next day, sixteen miles to Bridge Town; and on the following day they reached Northampton.

Here the commanding officer, thinking he had been very ill used, treated him with great humanity; and allowed him, on his parole, the liberty of walking five miles round the town, which was a most agreeable indulgence, both in itself, and as it gave him the means of visiting several loyalists in those parts, who shewed him great kindness.

“ His happiness, however, lasted not long. In a few weeks, on the 9th of May, he was ordered to Williamsburg; and was carried across Chesapeake bay in a whale-boat, looking in vain around him for some English tender to intercept them.

“ At Williamsburg his confinement was more horrid than it had ever been: he was thrown into a vile jail, among criminals of all denominations. As he was meditating with horror the scene around him, a feeble voice, which he thought he knew, inquired who he was, and from whence he came. On mentioning his name, an old acquaintance, Mr. Goodrich, a royalist, of New York, with all the expedition that a heavy chain would

suffer, came up to him, who, with another old acquaintance, Mr. Blair, had been confined some months in that noisome place. The company of his friends, and the solace of recounting their several adventures to each other, alleviated in some degree the distresses of their situation, which were very great. The vault of the prison was full, and began to overflow: the weather became intolerably hot, the air-hole was small, their food only bullocks' lights and water; they were covered with vermin; an inveterate itch broke out among them, and the jail fever began to appear. For the safety of the town, it was now thought proper to pay a little more attention to the jail. The vault was cleaned, and the floor kept washed with vinegar, and strewed with wild mint, which had the desired effect, and checked the contagion. In the mean time, a flag of truce arrived, from which Mr. Rogers got some money, and was enabled to buy a few clothes and other necessaries.

"While he was in this loathsome confinement, his attention was called off from his own sufferings, by his humanity to a still greater sufferer. A poor boy was thrust into the prison, whom Mr. Rogers immediately knew. His name was Badcock; he belonged to Lymington, and sailed in the Otter. The party into whose hands he had fallen had inhumanly made him walk above an hundred miles in a very short time. When he arrived at the prison, he was quite exhausted, and a high fever immediately came on. Mr. Rogers got him what refreshments he could, if any thing could come under that name which his miserable situation afforded. The poor boy languished two days, and on the third he died.

"Mr. Rogers and his friends having been confined near two months in this prison, were marched away under a guard, though they knew not to what place they were destined. They began their march on the 14th of July, 1776, and on that day proceeded sixteen miles, and on the next thirty-five. As the weather was intensely hot, the roads dusty, and their bodies debilitated through their long confinement, they found it utterly impossible to walk farther. Indeed, their feet, which were ill provided for such a march, were so much blistered, that they could hardly point them to the ground. In this necessity they hired a waggon, which their pockets could ill afford, and throwing two or three blankets over it like a tilt, continued their journey with more ease.

"Richmond, seated near the falls of James's river, was one of the last places they passed which had any appearance of inhabitants. They then entered a wild scene, which consisted chiefly of swamps and forests: here and there the woods opened to some inconsiderable plantation. Through this wild country they travelled five days, and arrived at Charlotte-villa which they understood was to be the place of their destination. It was a small village, consisting of about fifteen houses, 200 miles from Williamsburg, situate under the blue mountains, and surrounded by rocks and precipices.

"Here, however, where they expected the roughest usage, they were treated with great humanity. They were entirely left to themselves, on

giving their parole, and were boarded altogether at a public house. The allowance they received was ten pence a day for each man; which they increased from their own pockets to twelve shillings a week, for which they had plenty of meat and bread; but the country furnished nothing to drink but water. For many of the necessities of life the inhabitants indeed were much distressed themselves, for salt particularly, which sold at twelve pounds the bushel.

"At this place Mr. Rogers and his friends spent near eight months, from July 24, 1776, to April 15, 1777. They had access to a few books, and but a few: their chief happiness consisted in their own society, and their chief employment was to ramble among the woods and mountains, and gather wild fruits and sallads, with which they would regale themselves during the noontide heats, on the banks of some sheltered rivulet.

"While they were thus making their captivity sit as lightly as possible, they received the joyful news, on the 15th of April, that a cartel had been agreed on, and that they were to be sent to Philadelphia, about 300 miles from Charlotte-villa, and there to be exchanged. The day before this happy intelligence arrived, Mr. Goodrich had received a small cask of wine, a barrel of oysters, and a basket of fruit; and thinking he could not spend it better than on this joyful occasion, the whole was produced, and contributed to make a day of great festivity.

"The next day they were drawn up in ranks, with a company of the 71st regiment, highlanders, who were likewise to be exchanged at Philadelphia. The two bodies of men made a singular contrast: the highlanders having turned their coats, shaved their beards, and brushed themselves up, made a smart appearance; while Mr. Rogers and his company, having been entirely negligent of themselves, looked like a parcel of wild satyrs just taken out of the woods.

"But here a scene ensued, in which joy and grief were entirely reversed. The poor captives, who had lately been oppressed with sorrow, being now on the eve of deliverance, were all joy and exultation. On the other side, the American regiment now just raised, which was ordered to conduct the prisoners to Philadelphia, were surrounded by a mournful tribe of mothers, wives, and sisters. The men far removed from the scene of action, and little versed in the politics of the times, with melancholy and downcast eyes, were dejected at being torn from their homes; while the women lamented that their sons, husbands, and brothers should be sent away to a distant war, from whence they feared they never should return.

"In the midst of all this joy and distress, the drums beat, and the cavalcade was ordered to march. In five days they reached Fredericksburgh, a large town near the falls of Rappahanoeh, and about 90 miles from Charlotte-villa: here they halted four days. In three days more they arrived at Dumfries, where the whole American regiment were inoculated for the small-pox, and the prisoners were confined three days in a corn granary, while the operation was performing. Before the regiment began to sicken, they made two easy days march to Alexandria, where the whole body was to remain till the regiment recovered. Mr. Rogers, with his two

friends, Mr. Goodrich and Mr. Blair, and six other persons, who were brought with them from Charlotte-villa, were in the mean time imprisoned.

“ Here they learned the distressing news that some obstacles had arisen in the exchange of prisoners; and that no cartel had yet taken place. They determined, therefore, to wait no longer in suspense, but to make some attempt themselves to recover their liberty. While they were consulting on this arduous affair, a circumstance fell out which seemed to promise them success.”

(To be continued.)

Naval Poetry.

The heart's remote recesses to explore,
And touch its springs, when Prose avail'd no more. FALCONER.

ANNIVERSARY OF THE VICTORY OF TRAFALGAR, OCTOBER 21.

VALOUR'S REQUIEM.

TWAS eve, and o'er the billowy deep
The moon shed forth a silver light;
Each ruder breeze was hush'd to sleep,
When ocean's minstrels rose to keep
The vigil of Trafalgar's fight.

Sad on the ear their hoarse notes swell,
Slow mingled with the murm'ring surge;
Fancy still heard the passing bell,
The gallant hero's funeral knell,
Sound 'mid the Tritons mournful dirge.

NELSON! they sung, the victor brave!
His dazzling path by duty led;
How on the crimson-tinted wave,
He early press'd a conqueror's grave,
And slept among the mighty dead.

They sung of fam'd St. Vincent's shore,
Where memory lingers with a smile;
His deeds where Egypt's billows roar,
Where glory led his daring proude,
And hail'd him “ Hero of the Nile!”

How, waving in the whirlwind's blast,
 Britannia's cross, with conscious pride
 Flew on the Victory's bending mast,
 While, Trafalgar's achievement past,
 They sung how NELSON conquering died.

This tribute o'er, by Neptune paid
 To him whom valour loves to weep;
 To him who bow'd his laurel'd head,
 Who low with kindred dust is laid,
 Again the minstrels sought the deep.

Yet while amid yon azure way
 Luna's pale orb her sphere retains,
 Affection on this glorious day
 Shall still with sacred duty pay
 The requiem to his lov'd remains:

Britain shall mourn her gallant son,
 Snatch'd from below by Heav'n's decree;
 His race of matchless splendour run,
 Crown'd with the wreaths of victories won,
 And conqueror of the stormy sea.

Now peaceful slumb'ring 'mid the gloom
 Death's narrow dreary confines raise;
 In verdure still his laurels bloom,
 Glories the darkling shades illume,
 While guardian seraphs round his tomb,
 Unite in choral hymns of praise.

October 21, 1808.

TRAFALGARIUS.

TO THE BRITISH CHANNEL.

BY ROBERT BLOOMFIELD.*

ROLL, roll thy white waves, and, envelop'd in foam,
 Pour thy tides round the echoing shore;
 Thou guard of Old England—my country, my home!
 And my soul shall rejoice in the roar!

Though high-fronted valour may scowl at the foe,
 And with eyes of defiance advance,
 'Tis *thou* hast repell'd desolation and woe,
 And the conquering legions of France.

* Author of "THE FARMER'S BOY."

'Tis good to exult in the strength of the land,
 That the flow'r of her youth are in arms;
 That her light'ning is pointed, her jav'lin in hand,
 And ar us'd the rough spirit that warms;

But never may that day of horror be known,
 When these hills and these valleys shall feel
 The rush of the phalanx, by phalanx o'erthrown,
 And the bound of the thundering wheel!

The dread chance of battle, its blood and its roar,
 Who can wish in his senses to prove;
 To plant the foul fiend on Britannia's own shore,
 All sacred to peace and to love?

Hail—glory of Albion! ye fleets and ye hosts,
 I breathe not the tones of dismay:
 In valour unquestion'd, still cover your coasts,
 But may Heav'n keep the slaughter away!

Thou gem of the ocean, that smil'st in thy pow'r,
 May thy sons prove too strong to be slaves!
 Yet let them not scorn in the dark-fated hour
 To exult in their rampart of waves.

The nations have trembled—have cower'd in the dust,
 E'en the Alps heard the conqueror's song,
 When the Genius of Gaul, with unquenchable thirst,
 Push'd her eagles resistless along!

And still they advance, and the nations must bleed,
 Then sing, O my country, for joy;
 The girdle of ocean, by Heav'n was decreed,
 To protect what the sword would destroy.

~~~~~  
 BALLAD.

I.

**W**OULD you hear a sad story of woe,  
 That tears from a stone might provoke;  
 'Tis concerning a tar you must know,  
 As honest as e'er biscuit broke:

His name was BEN BLOCK, of all men  
 The most true, the most kind, the most brave,  
 But harsh treated by fortune, for BEN  
 In his prime found a watery grave.

## II.

His place no one ever knew more ;  
 His heart was all kindness and love ;  
 Though on duty an eagle he'd soar,  
 His nature had most of the dove :

He lov'd a fair maiden nam'd KATE,  
 His father, to int'rest a slave,  
 Sent him far from his love, where hard fate  
 Plung'd him deep in a watery grave.

## III.

A curse on all slanderous tongues!—  
 A false friend his mild nature abus'd,  
 And sweet KATE of the vilest of wrongs,  
 To poison BEN's pleasure, accus'd :  
 That she never had truly been kind,  
 That false were the tokens she gave,  
 That she scorn'd him, and wish'd he might find  
 In the ocean a watery grave.

## IV.

Too sure from this cankerous elf  
 The venom accomplish'd its end ;  
 BEN, all truth and honour himself,  
 Suspected no fraud in his friend.  
 On the yard, while suspended in air,  
 A loose to his sorrows he gave :  
 " Take thy wish," he cried, " false cruel fair !"  
 And plung'd in a watery grave.

## CORRECT RELATION OF SHIPWRECKS.

## No. XXXI.

Again the dismal prospect opens round,  
 The wreck, the shore, the dying, and the drown'd.

FALCONER.

## LOSS OF THE HALSEWELL EAST INDIAMAN.

THE Halsewell East Indiaman, of 758 tons burthen, Richard Pierce, Esq. commander, having been taken up by the Directors to make her third voyage to Coast and Bay, fell down to



Gravesend the 16th of November, 1785, and there completed her lading. Having taken the ladies and other passengers on board at the Hope, she sailed through the Downs on Sunday, January the 1st, 1786, and the next morning, being abreast of Dunnose, it fell calm.

The ship was one of the finest in the service, and supposed to be in the most perfect condition for her voyage; and the commander, a man of distinguished ability and exemplary character. His officers possessed unquestioned knowledge in their profession; the crew, composed of the best seamen that could be collected, was as numerous as the establishment admits. The vessel likewise contained a considerable body of soldiers, destined to recruit the forces of the Company in Asia.

The passengers were, Miss Eliza Pierce, and Miss Mary Anne Pierce, daughters of the commander; Miss Anne Paul and Miss Mary Paul, daughters of Mr. Paul, of Somersetshire, and relations of Captain Pierce; Miss Elizabeth Blackburne, daughter of Captain Blackburne, likewise in the service of the East India Company; Miss Mary Haggard, sister to an officer on the Madras establishment; Miss Ann Mansell, a native of Madras, but of European parents, who had received her education in England; and John George Schutz, Esq. returning to Asia, where he had long resided, to collect a part of his fortune which he had left behind.

On Monday, the 2d of January, at three P.M. a breeze springing up from the south, they ran in shore to land the pilot; the weather coming on very thick in the evening, and the wind baffling, at nine they were obliged to anchor in eighteen fathoms water. They furled their top-sails, but were unable to furl their courses, the snow falling thick, and freezing as it fell.

Tuesday, the 3d, at four A.M. a violent gale came on from E.N.E. and the ship driving, they were obliged to cut their cables and run out to sea. At noon they spoke with a brig bound to Dublin, and having put their pilot on board her, bore down channel immediately. At eight in the evening, the wind freshening, and coming to the southward, they reefed such sails as were judged necessary. At ten it blew a violent gale at south, and they were obliged to carry a press of sail to keep the ship off the shore. In this situation, the hawse-plugs, which, according to a recent improvement, were put inside, were washed in, and the hawse-bags washed away; in consequence of which they shipped a great quantity of water on the gun-deck. Upon sounding the well, they found that the vessel had sprung a leak, and had five feet

water in her hold; they clued up the main-top-sail, hauled up the main-sail, and immediately endeavoured to furl both, but failed in the attempt. All the pumps were set to work on the discovery of the leak.

Wednesday the 4th, at two A. M. they endeavoured to wear the ship, but without success. The mizen-mast was instantly cut away, and a second attempt made to wear, which succeeded no better than the former. The ship having now seven feet water in her hold, and the leak gaining fast on the pumps, it was thought expedient, for the preservation of the ship, which appeared to be in immediate danger of foundering, to cut away the main mast: in its fall, Jonathan Moreton, cockswain, and four men, were carried overboard by the wreck, and drowned. By eight o'clock, the wreck was cleared, and the ship got before the wind. In this position she was kept about two hours, during which the pumps reduced the water in the hold two feet.

At ten in the morning, the wind abated considerably, and the ship labouring extremely, rolled the foretop-mast over on the larboard side, which, in the fall, tore the foresail to pieces. At eleven, the wind came to the westward, and the weather clearing up, the Berry Head was distinguishable, at the distance of four or five leagues. Having erected a jury main-mast, and set a top-gallant-sail, for a main-sail, they bore up for Portsmouth, and employed the remainder of the day in getting up a jury mizen-mast.

On Thursday, the 5th, at two in the morning, the wind came to the southward, blew fresh, and the weather was very thick. At noon, Portland was seen bearing north-and-by-east, distant two or three leagues. At eight at night, it blew a strong gale at south; the Portland lights were seen bearing north-west, distant four or five leagues, when they wore ship, and got her head to the westward. Finding they lost ground on that tack, they wore her again, and kept stretching to the eastward, in the hope of weathering Peverel-point, in which case they intended to anchor in Studland-bay. At eleven, they saw St. Alban's-head, a mile and a half to the leeward; upon which they took in sail immediately, and let go the small bower anchor, which brought up the ship at a whole cable, and she rode for about an hour, but then drove. They now let go the sheet anchor, and veered away a whole cable; the ship rode about two hours longer, when she drove again.

In this situation, the captain sent for Mr. Henry Meriton, the chief officer, and asked his opinion concerning the probability of saving their lives. He replied, with equal candour and calmness,

that he apprehended there was very little hope, as they were then driving fast on the shore, and might expect every moment to strike. It was agreed that the boats could not then be of any use, but it was proposed, that the officers should be confidentially requested, in case opportunity presented itself of making them serviceable, to reserve the long boat for the ladies and themselves; and this precaution was accordingly taken.

About two in the morning of Friday, the 6th, the ship still driving, and approaching the shore very fast, the same officer again went into the cuddy, where the captain then was. Captain Pierce expressed extreme anxiety for the preservation of his beloved daughters, and earnestly asked Mr. Meriton if he could devise any means of saving them. The latter expressed his fears that it would be impossible; adding, that their only chance would be to wait for morning; upon which the captain lifted up his hands in silent distress.

At this moment the ship struck with such violence as to dash the heads of those who were standing in the cuddy against the deck above them, and the fatal blow was accompanied by a shriek of horror which burst at the same instant from every quarter of the ship.

The seamen, many of whom had been remarkably inattentive and remiss in their duty, during great part of the storm, and had actually skulked in their hammocks, leaving the exertions of the pump, and the other labours required by their situation, to the officers, roused to a sense of their danger, now poured upon the deck, to which the utmost endeavours of their officers could not keep them while their assistance might have been useful. But it was now too late; the ship continued to beat upon the rocks, and soon bulged, falling with her broadside towards the shore. When the ship struck, several of the men caught hold of the ensign-staff, under the apprehension of her going to pieces immediately.

At this critical juncture, Mr. Meriton offered his unhappy companions the best advice that could possibly be given. He recommended that they should all repair to that side of the ship which lay lowest on the rocks, and take the opportunities that might then present themselves of escaping singly to the shore. He then returned to the round-house, where all the passengers and most of the officers were assembled. The latter were employed in affording consolation to the unfortunate ladies, and, with unparalleled magnanimity, suffering their compassion for the amiable companions of their misfortunes to overcome the sense of their own danger, and



the dread of almost inevitable destruction. At this moment, what must have been the feelings of a father—of such a father as Captain Pierce!

The ship had struck on the rocks near Seacombe, on the island of Purbeck, between Peverel-point and St. Alban's Head. On this part of the shore, the cliff is of immense height, and rises almost perpendicularly. In this particular spot, the cliff is excavated at the base, presenting a cavern ten or twelve yards in depth, and equal in breadth to the length of a large ship. The sides of the cavern are so nearly upright as to be extremely difficult of access, and the bottom of it is strewn with sharp and uneven rocks, which appear to have been rent from above by some convulsion of nature. It was at the mouth of this cavern that the unfortunate vessel lay stretched almost from side to side, presenting her broadside to the horrid chasm. But, at the time the ship struck, it was too dark to discover the extent of their danger and the extreme horror of their situation.

The number in the round-house was now increased to nearly fifty, by the admission of three black women and two soldiers' wives, with the husband of one of the latter, though the sailors, who had demanded entrance, to get a light, had been opposed and kept out by the officers. Captain Pierce was seated on a chair or some other moveable, between his two daughters, whom he pressed alternately to his affectionate bosom. The rest of the melancholy assembly were seated on the deck, which was strewn with musical instruments, and the wreck of furniture, boxes, and packages.

Here Mr. Meriton, after having lighted several wax candles, and all the glass lanterns he could find, likewise took his seat, intending to wait the day-light, in the hope that it would afford him an opportunity of effecting his own escape, and also of rendering assistance to the partners of his danger. But observing that the ladies appeared parched and exhausted, he fetched a basket of oranges from some part of the round-house, with which he prevailed on some of them to refresh themselves.

On his return, he conceived a considerable alteration in the appearance of the ship. The sides were visibly giving way, the deck seemed to heave; and he discovered other evident symptoms that she could not hold together much longer. Attempting to go forward to look out, he instantly perceived that the ship had separated in the middle, and that the fore part had changed its position, and lay rather farther out towards the sea. In this emergency, he determined to seize the present moment, as the next might have been

changed with his fate, and to follow the example of the crew and the soldiers, who were leaving the ship in numbers, and making their way to a shore, with the horrors of which they were yet unacquainted.

To favour their escape, an attempt had been made to lay the ensign-staff from the ship's side to the rocks, but without success, for it snapped to pieces before it reached them. By the light of a lantern, however, Mr. Meriton discovered a spar, which appeared to be laid from the ship's side to the rocks, and upon which he determined to attempt his escape. He accordingly lay down upon it, and thrust himself forward, but soon found that the spar had no communication with the rock. He reached the end, and then slipped off, receiving a violent contusion in his fall. Before he could recover his legs, he was washed off by the surge, in which he supported himself by swimming, till the returning wave dashed him against the back of the cavern. Here he laid hold of a small projection of the rock, but was so benumbed, that he was on the point of quitting it, when a seaman, who had already gained a footing, extended his hand, and assisted him, till he could secure himself on a little shelf of the rock, from which he climbed still higher, till he was out of the reach of the surf.

Mr. Rogers, the third mate, remained with the captain and the ladies nearly twenty minutes after Mr. Meriton had left the ship. The latter had not long quitted the round-house, before the captain inquired what was become of him; when Mr. Rogers replied, that he had gone upon deck to see what could be done. A heavy sea soon afterwards broke over the ship, upon which the ladies expressed great concern at the apprehension of his loss. Mr. Rogers proposed to go and call him, but this they opposed, fearful lest he might share the same fate.

The sea now broke in at the fore part of the ship, and reached as far as the main-mast. Captain Pierce and Mr. Rogers then went together with a lamp, to the stern gallery, where, after viewing the rocks, the captain asked Mr. Rogers if he thought there was any possibility of saving the girls: he replied, he feared not; for they could discover nothing but the black surface of the perpendicular rock, and not the cavern which afforded shelter to those who had escaped. They then returned to the round-house, where Captain Pierce again seated himself between his two daughters, struggling to suppress the parental tear which then started into his eye.

The sea continuing to break in very fast, Mr. Rogers, Mr.

Schuter, and Mr. Maners, a midshipman, with a view to attempt their escape, made their way to the poop. They had scarcely reached it, when a heavy sea broke over the wreck, the round-house gave way, and they heard the ladies shriek at intervals, as if the water had reached them; the noise of the sea at other times drowning their voices.

Mr. Brimer had followed Mr. Rogers to the poop, where, on the coming of the fatal sea, they jointly seized a hen-coop, and the same wave which overwhelmed those who were below in destruction, carried him and his companions to the rock, on which they were dashed with great violence, and miserably bruised.

On this rock were twenty-seven men; but it was low-water, and being convinced, that, upon the flowing of the tide, they must all be washed off, many endeavoured to get to the back or sides of the cavern, beyond the reach of the returning sea. Excepting Mr. Rogers and Mr. Brimer, scarcely more than six succeeded in this attempt. Of the remainder, some experienced the fate they sought to avoid, and others perished in endeavouring to get into the cavern. Mr. Rogers and Mr. Brimer, however, having reached the cavern, climbed up the rock, on the narrow shelves of which they fixed themselves. The former got so near to his friend Mr. Meriton, as to exchange congratulations with him; but between these gentlemen there were about twenty men, none of whom could stir but at the most imminent hazard of his life. When Mr. Rogers reached this station, his strength was so nearly exhausted, that had the struggle continued a few minutes longer, he must inevitably have perished.

They soon found, that though many, who had reached the rocks below, had perished in attempting to ascend, yet that a considerable number of the crew, seamen, soldiers, and some of the inferior officers, were in the same situation with themselves. What that situation was they had still to learn; they had escaped immediate death, but they were yet to encounter a thousand hardships for the precarious chance of escape. Some part of the ship was still discernible; and they cheered themselves in this dreary situation, with the hope that it would hold together till day-break. Amidst their own misfortunes, the sufferings of the females filled their minds with the acutest anguish. Every returning sea increased their apprehensions for the safety of their amiable and helpless companions.

But, alas! too soon were these apprehensions realized: a few minutes after Mr. Rogers had gained the rock, a general shriek,



in which the voice of female distress was lamentably distinguishable, announced the dreadful catastrophe! In a few moments, all was hushed, except the warring winds and the dashing waves. The wreck was whelmed in the bosom of the deep, and not an atom of it was ever discovered. Thus perished the Halsewell, and with her, worth, honour, skill, beauty, and accomplishments.

This stroke was a dreadful aggravation of woe to the trembling and scarcely half-saved wretches, who were clinging about the sides of the horrid cavern. They felt for themselves, but they wept for wives, parents, fathers, brothers, sisters; perhaps lovers—all cut off from their dearest fondest hopes.

Their feelings were not less agonized by the subsequent events of that ill-fated night. Many who had gained the precarious stations on the rocks, exhausted with fatigue, weakened by bruises, and benumbed with cold, quitted their holds, and falling headlong, either upon the rocks below, or into the surf, perished beneath the feet of their wretched associates, and by their dying groans and loud exclamations, awakened terrific apprehensions of a similar fate in the survivors.

At length, after three hours of the keenest misery, the day broke on them; but far from bringing with it the expected relief, it served only to discover to them all the horrors of their situation. They were convinced that, had the country been alarmed by the guns of distress which they continued to fire several hours before the ship struck, but which, from the violence of the storm, were unheard, they could neither be observed by the people above, as they were completely engulfed in the cavern, and overhung by the cliff; nor was any part of the wreck remaining to indicate their probable place of refuge. Below, no boat could live to reach them out, and had it been possible to acquaint those who were willing to assist them with their exact situation, they were at a loss to conceive how any ropes could be conveyed into the cavern to facilitate their escape.

*(To be concluded in our next.)*

## NAVAL HISTORY OF THE PRESENT YEAR, 1808.

*(October—November.)*

### RETROSPECTIVE AND MISCELLANEOUS.

**T**HE whole attention of the public is directed to the operations of the Spaniards, and the co-operation of our naval and military force. Some of our finest regiments of cavalry have embarked for the continent,

The Corsican tyrant has so often boasted with success, that he has not been wanting on this occasion, as a glance at his speech to the Legislative Assembly will declare.

His recent offers to this country are said to have been of a very general nature: "He is animated with a desire to put an end to the calamities of war, and therefore his minister for foreign affairs has it in command from him, to propose, if his Britannic majesty is animated by the same desire, that plenipotentiaries shall be jointly appointed to open a negotiation for a *maritime* peace:" these are said to have been the contents of the late letters from M. Champagny to Mr. Canning. To this it has been answered, as is reported, that "his Britannic majesty has always had the desire of putting an end to the calamities of war; but that as he can only negotiate in concert with his allies, he will immediately impart the late overture to the King of Sweden, the Prince Regent of Portugal, and the central and supreme junta in Spain, governing in the name of Ferdinand VII.

A proposition so insidious could not, consistently with the honour and interests of the country, and the dignity of the government, be otherwise treated than they have been by his majesty's ministers. Whenever the tyrant of the continent projects any new scheme of mischief, he invariably endeavours to palliate it by proposing a negotiation on terms which he knows to be inadmissible. The ideas with which he connects peace are as opposite as light and darkness. He has tried artifice, he has employed force to enslave a great people;—he has hitherto failed in both, and now he applies to their ally. He calls upon us for peace, but insists upon Spain being left at his mercy. He wants to gain by treaty what he has in vain attempted to obtain by force. Has he forgotten his own public avowal, through his minister, that the possession of the Spanish ports by the new dynasty is necessary, to enable him "to chastise the insolence, and humble the pride of the tyrant of the seas?"

The introduction of such a person as Count Romanzow into the conferences would at once damp expectation and dissolve hope. When the Emperor Alexander, after the treaty of Tilsit, still wished to linger with fond adherence to the pledges which he had given to his allies, and to the honourable tenor of his first engagements, it was this Count Romanzow who was selected by Buonaparte to displace Bulberg and Soltikoff, to deliver up his master to the tyrant who has since enslaved him: and from the moment of his appointment, the negotiations between this country and Russia, which might at least, in other hands, have terminated in neutrality, declined, most involuntarily on our part, into those hostilities which have since continued.

Nor was the conduct of Count Romanzow, upon this occasion, that of an enlightened minister, unfavourably disposed, from honourable motives, towards this country. His conferences were marked by duplicity, and his assurances bore indubitable proofs of falsehood.

Sir R. Keats continued, in the beginning of November, in the Belts with the Edgar, Brunswick, and several smaller vessels, and greatly embarrassed the communication between Zealand and the continent. One of the ships of

war taken by him at Nyburg is reported to have been retaken by the prisoners, and to have reached a port in Jutland. A gun-boat, No. 10, carrying a long and a short 24-pounder, broke adrift from one of our brigs, and was taken possession of by a party of Danes, headed by a Captain Schoenhelder.

Antonis Mordella y Spotorno of Carthagera, in his admirable manifesto to Europe, which was noticed in our last Retrospect, declares it as his opinion, "That the impious and destructive family of Napoleon are already on the eve of extermination: wavering and irresolute, he knows not how to act! he writhes under the torture of vexation." In addition to which, it may be observed, that one passage in the address of Fontanes, from the Legislative Body, was very striking, and seemed to shew, that in the opinion even of Frenchmen the tyrant had reached his acme. The passage, which was as follows, must doubtless have made a strong impression upon all courtiers. *You depart, said the orator, and I know not what fear, inspired by love, and tempered by hope, has disturbed our hearts.*

Joseph, it is said, is to be King of Prussia, if Buonaparte finds that he cannot completely triumph in Spain.

November 29.

For several days, a report had prevailed, that General Blake's division of the Spanish army has been totally defeated and dispersed by the French with great loss. Intelligence, however, of a directly contrary nature, reached town, just before this sheet was ready for the press. The Mediator, Captain Blaney, which sailed from Santano on the 16th of November, has brought accounts, of which the following is the substance:—At midnight, on the 12th, a general and sanguinary engagement took place at Reynosa, in which the French were defeated, with the loss of between seven and eight thousand men. The loss of the Spaniards was comparatively trifling; but the Count de Romana, brother to the Marquis, and Don Antonio de Arcot, another officer of high rank, are said to have been killed.

A few hours prior to the action, the Marquis de Romana joined General Blake, with a reinforcement of 15,000 men, which gave a total to the Spanish army of 35,000, while that of the French amounted to only 25,000.

Implicit credit is not given to these statements; but, so far, probability is certainly in their favour. It is added, also, that about the same time that General Blake achieved this victory at Reynosa, a division of Spanish troops, under the command of General Gallizo, together with the English and Portuguese army, arrived before Burgos from Estramadura, and were attacked by the enemy, whom they defeated with great loss; and that subsequent to these actions, a still more decisive battle took place, which terminated in the total discomfiture of the enemy.

The account of the last mentioned battle is given in too vague a manner to entitle it to much credit; and respecting that which is said to have been fought before Burgos, it is not believed that the English and Portuguese armies could be, at the time stated, within several days march of that place.—Should the first report be confirmed, the advantage will be found extremely important.



## Letters on Service,

*Copied verbatim from the LONDON GAZETTE.*

ADMIRALTY-OFFICE, NOVEMBER 5, 1808.

*Copy of a Letter from Lieutenant Robert Forbes, commanding his Majesty's Gun Brig, the Exertion, to Vice-admiral Wells, Commander-in-chief at Sheerness, dated off Heligoland, the 24th October, 1808.*

SIR,

I HAVE the honour to inform you, that on my return from Heligoland, in pursuance of your orders, on the 20th instant, that island bearing E.  $\frac{1}{2}$  N. distant twenty-three leagues, I was so fortunate as to fall in with the Jena French cutter privateer, of 14 guns, (ten mounted) two, four, and eight pounders, and twenty-nine men; just on the point of taking the brig Perseverance, of Barmouth, from London, with a cargo of very considerable value. Having deceived the privateer by displaying the Danish flag, I was luckily suffered to approach him, near enough to render fruitless his subsequent endeavours to escape; and I consider myself the more happy in his capture, from his being destined to cruise in the track of Heligoland, where he was likely, after the hard gales, to have done great mischief to the trade of his majesty's subjects. I beg to add, that I have thought it my duty to convoy the English merchant vessel safe to this place, it being the port of her destination.

The Jena was fitted out at Amsterdam, and sailed the preceding day, but had not taken any thing.

I have the honour to be, &amp;c.

(Signed)

ROBT. FORBES.

NOVEMBER 8.

*Copy of a Letter from Captain Joseph Packwood, commander of his Majesty's Sloop the Childers, to Vice-admiral Vashon, Commander-in-chief at Leith, dated at sea, October 19, 1808.*

SIR,

I beg leave to state to you, that, cruising in the execution of your orders, this morning, at half past eight A. M. Kinnaird's head bearing S. W. by W. fifteen leagues, we gave chase to two sail in the N. N. W.; and a little after ten recaptured the sloop Lord Nelson, in ballast, belonging to Leith, that had been captured early this morning by a privateer, which, it appeared, was the other vessel in company.

Having taken possession of this vessel, we renewed the chase after the privateer, which we also captured at half past eleven A. M. and found her to be the Danish sloop Freruskernsten, of four 4-pounders, two swivels, and twenty-one men, from Stavanger, in Norway, which place she left on the 15th instant. She had been on this coast two days, and the only capture she had made was the above sloop.

I have the honour to be, &amp;c.

(Signed)

J. PACKWOOD.

*Copy of a Letter from Captain Smith, of his Majesty's Ship the Brilliant, to Rear admiral Sir Edmund Nagle, Commander-in-chief at Guernsey, dated in Torbay, the 21st October, 1808.*

SIR,

I have the honour to inform you, that, on the 20th instant, his majesty's sloop Pheasant, and Sandwich lugger being in company, a revenue cutter

(the Active) was discovered in chase of a French privateer, which we succeeded in capturing in his majesty's ship under my command. She proved to be the *Pointe du Jour* lugger, of three guns and thirty men, belonging to Roscow, and has cruised successfully against our trade.

I have the honour to be, &c.

THOMAS SMYTH.

Vice-admiral Sir James Saumarez has transmitted to the Honourable William Wellesley Pole a letter he had received from Lieutenant Thomas Wells, acting commander of his majesty's sloop the *Cruiser*, dated off the *Winga*, the 1st inst. giving an account of his having, on that day, fallen in with a Danish flotilla, of about twenty armed cutters, luggers, gun-vessels, and row-boats; and of his having captured one of them, a schuit-rigged privateer, of ten 4-pounders and 32 men; the remainder having made their escape by running under the island of *Læsøe*.

NOVEMBER 12.

*Copy of a Letter from Captain Baker of his Majesty's Ship Tartar, to Vice-admiral Vashon, Commander-in-chief at Leith, dated off the Naze of Norway, November 3, 1808.*

SIR,

I have the honour to acquaint you, that, at two P.M. of this date, being then twelve leagues N. by W. off Bovenbergen, with the convoy under my orders, a sloop was observed from the mast head in the N. N. E. having the appearance of a privateer, to which I gave chase, and at half past five captured her. She proved to be the Danish privateer *Naargske Gutten*, of seven guns (six and four-pounders) and thirty-six men, quite new, one day from Christiansand, and had not made any capture.

I have the honour to be, &c.

J. BAKER, Captain.

NOVEMBER 19.

*Copy of a Letter from Admiral Young, Commander-in-chief of his Majesty's Ships and Vessels at Plymouth, to the Hon. W. W. Pole, dated on board the Salvador del Mundo, in Hamoaze, the 15th instant.*

SIR,

I have the honour to enclose, for their lordships' information, the copy of a letter from Captain Seymour, of his majesty's ship *Amethyst*, to Admiral Lord Gambier, giving an account of his having captured la *Thetis* French frigate, after a long and severe action; and I have the pleasure to inform their lordships, that la *Thetis* arrived this morning, towed in by the *Shannon*.

I also transmit a list of the killed and wounded on board the *Amethyst*.

I have the honour to be, &c.

WM. YOUNG.

MY LORD,

*Amethyst, Hamoaze, Nov. 15, 1808.*

I have the most sincere pleasure in acquainting you, that his majesty's ship the *Amethyst*, under my command, captured, the 10th instant at night, the French frigate la *Thetis*, of 44 guns, and a crew of 330 men, who had served years together, and 106 soldiers, from l'Orient for Martinique. Being close to the N. W. Point of Groa, she was seen a quarter before seven P.M. and immediately chased; and a close action began before ten o'clock, which continued with little intermission till about twenty minutes after midnight. Having fallen on board for a short time,

after ten, and from a quarter past eleven, when she intentionally laid us on board till she surrendered (about an hour), she lay fast alongside, the fluke of our best bower anchor having entered her foremost main-deck port, and she was, after great slaughter, boarded and taken possession of, and some prisoners received from her, before we disengaged the ships. Shortly after a ship of war was seen closing fast under a press of sail, which proved to be the *Triumph*, which immediately gave us the most effectual assistance that the anxious and feeling mind of such an officer as Sir Thomas Hardy could suggest. At half past one the *Shannon* joined, received prisoners from, and took la *Thetis* in tow. She is wholly dismasted, dreadfully shattered, and had her commander (Pinsun, capitaine de vaisseau) and one hundred and thirty-five men, killed; one hundred and two wounded, amongst whom are all her officers except three. *Amethyst* has lost nineteen killed and fifty-one wounded; amongst the former is Lieutenant Bernard Kindall, a most promising young officer, of the royal marines, who suffered greatly; and that invaluable officer, Lieutenant S. J. Payne, dangerously wounded; the mizen-mast shot away, and the ship much damaged and leaky. No language can convey an adequate idea of the cool and determined bravery shown by every officer and man of this ship; and their truly noble behaviour has laid me under the greatest obligation. The assistance I received from my gallant friend the first lieutenant, Mr. Goddard Blennerhasset, an officer of great merit and ability, is beyond all encomium. Lieutenants Hill and Crouch, and Mr. Fair the master (whose admirable exertions, particularly at the close of the action, when the enemy was on fire, the boarders employed, and the ship had suddenly made two feet water, surmounted all difficulties), are happily preserved to add lustre to his majesty's service. In justice to Monsieur Dédé, the surviving commander of la *Thetis*, I must observe, he acted with singular firmness, and was the only Frenchman on the quarter-deck when we boarded her.

I have the honour to be, &c.

MICHAEL SEYMOUR.

*Admiral Lord Gambier, &c.*

N.B. Dimensions of la *Thetis*—Length, 162 feet; breadth, 41 feet, 6 inches; 28 eighteen-pounders (24 pounds English), on the main-deck; 12 thirty-six-pounders (42 pounds English) on the quarter-deck; 4 eight-pounders on the fore-castle.—1000 barrels of flour on board, beside known stores.—Enclosed is a return of killed and wounded.

*A List of Seamen and Marines killed and wounded on board his Majesty's Ship Amethyst, Nov. 10, 1808.*

*Killed.*

SEAMEN.—Peter Mills, captain of the fore-castle; John Scofield, quarter-master; Michael Bryan, quarter-gunner; Robert Scott, able seaman; James Elliott, ditto; Colin Taylor, ditto; Matthew Jorden, ditto; Charles Gordon, ordinary seaman; Thomas Patterson, ditto; Thomas Smith, landman.

*Mortally wounded.*

Mr. Richard Gibbings, master's-mate.

*Dangerously wounded.*

Robert Leverick, quarter-master; Ezekiel Pilkington, quarter-master's mate; Andrew M'Henry, quarter-gunner; John Purchase, sail-maker; John Parrott, able seaman; Martin Couch, ditto; Alexander Davidson, ordinary seaman; Mag. Slater, ditto; Richard Chapple, ditto; John Pearse, ditto; John Foley, boy of the 3d class.



*Severely wounded.*

Mr. L. Miles, midshipman; John Sparrow, quarter-master; James Campbell, quarter-gunner; Jos. Manfree, ordinary seaman; Charles Slutt, ditto; John Cheyne, ditto; John Forsyth, landman; John Dove, ditto; Christ. Landerbaugh, ditto; Peter M'Casell, ditto.

*Slightly wounded.*

Mr. Leonard Taylor, boatswain; Mr. Gilson, captain's clerk; William Dobson, quarter-master; James Wade, captain of the after-guard; John White, carpenter's crew; John Locke, able seaman; Anthony Johan, ditto; James Gould, ditto; Annis Ade, ditto; William Bruce, ditto; William Anderson, ditto; John Walker, ordinary seaman; Michael Caley, landman; Peter Murray, ditto; Keyce Morell, ditto; Michael M'Donaugh, supernumerary boy.

*Killed.*

MARINES.—Mr. Bernard Kindall, second lieutenant; John Mail, corporal; George Littlejohn, private; Richard Ward, ditto; Joshua Clayton, ditto; Robert Payne, ditto; William Townson, ditto; Jacob Harrison, ditto; Richard Dalling, ditto.

*Dangerously wounded.*

Mr. Samuel John Payne, first lieutenant; James Jenkins, private; Henry Williams, ditto; Garrett Kelch, ditto; Isaac Smith, ditto; John Wells, ditto; Richard Prynce, ditto.

*Slightly wounded.*

Samuel Packwood, serjeant; William Pever, private; William Crook, ditto; William Hall, ditto; James Harrison, ditto; John Whatley, ditto.

MICHAEL SEYMOUR.

November. 19, 1808.

*Copy of a Letter from Admiral Montagu, Commander-in-chief of his Majesty's Ships and Vessels at Portsmouth, to the Hon. W. W. Pole, dated the 16<sup>th</sup> Instant.*

SIR,

I have the pleasure to transmit herewith, for the information of the lords commissioners of the Admiralty, a letter from Captain Chambers, of his majesty's sloop Port Mahon, stating his having, in company with the Linnet brig, captured the French lugger privateer, General Paris, and that the Linnet was then in chase of her consort.

I have the honour to be, &c.

G. MONTAGU.

*His Majesty's Sloop Port Mahon,  
at Sea, Nov. 18, 1808.*

SIR,

This morning at day-light, to the southward of the Owers, two luggers were discovered on our weather-bow; fortunately his majesty's brig Linnet was to windward. One of them, after attempting to cross the bows and stern of this sloop, and being prevented by the vigilance of the commander of the Linnet from getting to windward, struck, when under the musketry of both vessels. She is called the General Paris, commanded by T. Sauville, belonging to Calais, but left Havre yesterday. She has only three guns on board, and thirty-eight men.

I have the honour to be, &c.

SAMUEL CHAMBERS.

*George Montagu, Esq. Admiral of the White,  
Commander-in-chief, &c. Portsmouth.*

*Copy of a Letter from Vice-admiral the Right Hon. Lord Collingwood, Commander-in-chief of his Majesty's Ships and Vessels in the Mediterranean, to the Hon. W. W. Pole, dated on board the Ocean, off Toulon, the 20th of September, 1808.*

SIR,

Enclosed I transmit to you a letter from Captain Hollinworth, I have received from Captain Campbell of the *Unite*, stating his having captured the Italian schooner the *Ortenzia*, of ten guns and fifty-six men, which I beg you will be pleased to lay before my lords commissioners of the Admiralty.

I have the honour to be, &c.

COLLINGWOOD.

*His Majesty's Sloop Minstrel, off Fiume,  
20th July, 1808.*

SIR,

I have to acquaint you, that, on the morning of the 16th instant, being off Veruda, it blowing a strong gale from the E.N.E. I observed a man of war schooner come to anchor off Paul's, for which I immediately made sail, and anchored close to her; in doing which she fired all her guns at us that would bear, and run on shore on one of the Bryone islands, where all her crew deserted her. She proved to be the Italian schooner *Ortenzia*, commanded by Lieutenant Stalimini (lieutenant de fregate), pierced for sixteen guns, but carrying only two long twenty-four-pounders, six long nine-pounders, and two three-pounder swivels, and fifty-six men; is a very fast sailing vessel, built at Venice, copper-bottomed, nearly new, and I am of opinion would be very useful in his majesty's service.

I have the honour to be, &c.

J. HOLLINWORTH.

To P. Campbell, Esq. Captain of his Majesty's Ship *Unite*.

*Copy of another Letter from Vice-admiral Lord Collingwood to the Hon. W. W. Pole, dated on board the Ocean, off Toulon, October 2, 1808.*

SIR,

I enclose, to be laid before the lords commissioners of the Admiralty, the copy of a letter addressed to Rear-admiral Sir Alexander Ball, from Captain Walpole, commander of his majesty's sloop the *Pilot*, giving an account of his having captured the French privateer la *Princesse Paulina*, of three long twelve pounders and ninety men, off Gergente, on the 18th of August last, by boarding; in which service Lieutenant Flinn, a very active and zealous officer, and seven men were wounded.

I have the honour to be, &c.

COLLINGWOOD.

*His Majesty's Ship Pilot, La Valette  
Harbour, August 19, 1808.*

SIR,

I have to inform you, that proceeding in the execution of your orders, yesterday morning at day-light, being off Gergente, Wind N.W. we discovered a chebeck to leeward, and chased her until ten o'clock, when she hauled her wind off shore, and hoisted French colours. She made a resistance totally unexpected. I found it necessary to board her, and she was carried in a few minutes. It is with grief I relate, that in performing this service, my first Lieutenant Flinn, a most excellent and brave officer, was severely wounded, together with five seamen and two marines.

Mr. James Cappon, gunner, and Denis Heby, armourer, were also wounded by one of our guns going off by accident while in chase.

The chebeck proved to be la *Princesse Paulina* French privateer, armed with three long carriage-guns twelve pounders, and a large proportion of

small arms, manned with ninety men (six of whom were killed and twenty-four wounded), and thirty days from Genoa. Had made no capture.

I have the honour to be, &c.

W. WALPOLE.

To Rear-admiral Sir A. Ball, Malta.

November 26, 1808.

Vice-admiral Campbell, commander-in-chief in the Downs, has transmitted to the Honourable William Wellesley Pole a letter from Captain Baker, of his majesty's sloop Kangaroo, to Commodore Owen, of which the following is a copy:

Kangaroo, Walmer roads,

Nov. 21, 1808.

SIR,

I have pleasure in acquainting you, for the information of the commander-in-chief, that his majesty's sloop under my command captured, last night, at eleven o'clock, after two hours chase, ten or twelve miles S.E. of Dungeness, the French lugger privateer l'Egayant, (a perfect new vessel,) of fourteen guns and thirty-one men; yesterday morning from Calais, on her first cruise, and had taken one foreign galliot in ballast.

I have the honour to be, &c.

Commodore Owen, &c.

J. BAKER.

Admiralty-Office, October 27, 1808.

My lords commissioners of the Admiralty having ordered his majesty's ship Proselyte to be stationed off the Island of Anholt, to carry a floating light for the safety of the convoys passing or repassing, and the said ship being directed to take her bearings as follows, viz. the light-house on the island to be brought to bear N.W. by N. by compass, in sixteen or seventeen fathoms water, the outer end of the Knolun or Anholt reef will then bear N.E. by N. by compass, distant five miles; notice thereof is hereby given, for the information of the masters and pilots of his majesty's ships, and for the benefit of navigation in general.

W. W. POLE.

November 2, 1808.

My lords commissioners of the Admiralty having ordered his majesty's bomb-vessel Fury to be stationed off the Scaw, to carry a floating light for the safety of the convoys passing or repassing, and the said vessel being directed to take her bearings as follows, viz. the Scaw light-house to be brought to bear W.N.W. by compass, six miles, when the outer end of the reef will bear N.W. by N. by compass, distant three miles; notice thereof is hereby given, for the information of the masters and pilots of his majesty's ships, and for the benefit of navigation in general.

Notice is hereby also given, that my lords commissioners of the Admiralty have received information, that the enemy have shewn false lights on the coast of Jutland, with a view of deceiving the vessels navigating the Sleeve.

W. W. POLE.

### Promotions and Appointments.

His majesty has been graciously pleased to direct an augmentation of honour to the family arms and crest of the late Captain Hardinge, in consequence of his gallantry, and of his glorious death, off Ceylon, on the 8th of March last.—*Vide* p. 145, 156, and 257 of this volume.

Rear-admiral D'Auvergne, Prince of Bouillon, is appointed commander-in-chief on the Guernsey and Jersey stations, vice Sir Edmund Nagle, Bart.



Rear-admiral Sir Edmund Nagle, Bart. is appointed to succeed Admiral Vashon, as commander-in-chief on the Leith station.

Captain J. L. Manley is appointed to command the *Badger*, at Chatham; Captain Matthew Foster to the *Majestic*; the Hon. Captain Duncan, son of the late Lord Duncan, to the *Mercury* frigate; Captain Kent to the *Agincourt*; Captain Abdy to the *Doterel* sloop; Captain Fellows to the *Conqueror*, vice *Pellew*; Captain Thomas Briggs, of the *Theseus*, to the *Clorinde*, at Plymouth; Captain Sturt, of the *Skylark*, to the *Termagant*, at Chatham; Captain James Hillyar to the *St. George*; Captain Thomas Burton to the *Wild-boar*; Captain Thomas Boys to the *Zealous*; Captain Graham Eden Hammond to the *Valiant*; Captain Samuel Pym to the *Sirius*; Captain Richard Spear to the *Chanticleer*.

Colonel Theophilus Lewis, of the Portsmouth division of royal marines, is appointed second commandant of the Chatham division, vice Colonel Byrne.

Colonel Byrne, second commandant of the 1st or Chatham division of royal marines, is appointed to command the 4th or Woolwich division, vice Colonel Fletcher, dismissed by sentence of a court-martial.

Major James Campbell, of the Chatham division, is appointed to be lieutenant-colonel at Portsmouth.

Captain Henry R. Furzer is appointed to be a major and field-officer of the Chatham division of royal marines, vice Campbell.

Lieutenant John M<sup>c</sup>Leod is appointed to be a captain; and 2d Lieutenant John Fenneh to be a first lieutenant of the said corps.

#### Lieutenants appointed.

Lieutenant John Smith (6) to the *Princess Carolina*; William Franklin to the *Helicon*; Joseph Magin to the *Apelles*; Charles Daniel Castle to the *Defence*; Michael Matthews to do; William Buckle to the *Leonidas*; Frederick Houghton to the *Triton*; Lieutenant G. Warcup to the *Bustard*; John Smith (8) to the *Mercurius*; James Robertson to the *Alexandria*; Charles Anthony to the *Ligera*; John Wyborn to the *Sirius*; John Maxfield to the *Alfred*; John Cameron (8) to the *Leviathan*; Francis M<sup>c</sup>Lean to the *Agincourt*; Thomas P. J. Parry to the *Naiad*; Thomas Smith (1) to the *Agincourt*; William Trewyn to the *Onyx*; Henry Harnett to the *Alfred*; James Noyce to the *Thetis*; John Norton (2) to the *Hero*; John Maples (2) to the *Elizabeth*; Cornelius Lascelles to the *Cygnets*; William Page to the *Lark*; Paul S. Lawrence to the *Zealous*; Joseph A. Blake to ditto.

A list of midshipmen passed for lieutenants on the first Wednesday in the present month:—Charles Richard Phillips, Robert Dunn, Henry Rice, Samuel Wheeler, John Archer, F. E. G. M<sup>c</sup>Kenzie, Richard Hetherington, William Somerville, Thomas John Nott, H. D. Perrot, Samuel W. Fuller.

#### Surgeons appointed.

John Sparks is appointed to the *Venerable*; Thomas Bishop to the *Demerary*; James Smith to the *Lucifer* bomb; William Boyd to the *Hercule*; John Richardson to the *Blossom*; George Potts to the *Dolphin*; Isaac Nott to the *Tweed*; David Lewis to the *Helicon*; Patrick Johnson to the *Badger*; Daniel Lane to the *Winchelsea*; David Jones to the *Orion*; John Enright to the *Sirius*; A. B. Grenville to the *Cordelia*; William Halpenry to the *Pegase* hospital-ship; William Henderson to the *Beagle*; William Boyd (1) to the *Majestic*; Thomas Robertson to the *Norge*; William Boyd (1) to the *Repulse*, *Hercule* paid off; Thomas Reynolds to the *Thames*; Ralph Eden to the *Victory*; Valentine Dake to the *Gorgon* hospital-ship; James Reid (2) to the *Nightingale*; John Gray to the *Ringdove*; William Davis to the

Dotterel; Abraham Illingworth to the Hope; Gabriel Buller to the Gannett; Richard Lewis to the Goldfinch; John Jackson to the Hindostan; William Hannay to the Clorinde; James Julius Ingen to the Phipps; Alexander Cockburne to the Wild-boar; John Francis Legge to the Pert.

#### Assistant Surgeons appointed.

Mr. Alexander Crigan is appointed hospital-mate at the naval hospital at Paington; Mr. Robert Semple to the Tigre; Mr. Joseph M'Lead to the Ardent; Mr. John Watkins to be hospital-mate at Haslar hospital; Mr. Wm. M'Innes to the Ville de Paris; Mr. John Jones to the Elizabeth; William Kennedy to the Iris; John Way to the Blake; Thomas Sevestre to the Confiance; Nathaniel Wilson to the Gloire; David Thompson to the Cornelia; William M. Vaughan to the Centaur; William T. Carter to ditto; Alexander Annandale to the Conqueror; J. L. Simpson to the Forward gun-brig; James Hall to the Repulse.

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#### BIRTHS.

On the 23d of August last, the wife of Captain Patterson, of the royal navy, of a son.

On the 12th of November, at Church-hill, Haslemere, the lady of Captain John Dick, of the royal navy, of a daughter.

Lately, the lady of Captain T. Brown, of the royal navy, of a daughter.

At Portsmouth, the lady of Captain Buckle, of the royal navy, of a son.

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#### MARRIAGES.

At St. George's, Hanover-square, by the Rev. Mr. Hodgson, Sir George Bowyer, Bart. to Miss Douglas, eldest daughter of the late Sir Andrew Snape Douglas, of the royal navy.

Lieutenant Casey, of the royal navy, to Miss Honora M'Carthy.

On the 22d of October, Captain J. Impey, of the royal navy, son of Sir Elijah Impey, of Newick-park, Kent, to Miss Cazal, of Exeter. The ceremony was performed at Gretna Green. The young lady is a ward in Chancery, amiable and highly accomplished, and will possess a handsome fortune when of age.

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#### DEATHS.

At Southampton, on the 12th of November, in good old age and honour, Captain Prescott, a much respected naval officer, aged 95.—He was the oldest commander in the service, having been made in the year 1761.

Lately, at Copenhagen, Admiral Chapman, celebrated on the continent for his ability in naval architecture.

Lately, at Gloucester, Sir Charles Saxton, Bart. who was thirteen years commissioner of the dock-yard at Portsmouth. He is succeeded in his title and estate by his only son, now Sir Charles Saxton, one of the secretaries to the lord lieutenant of Ireland. The late Sir Charles has left one daughter, the wife of Captain Oliver, of the royal navy.

On the 8th of November, at Sidmouth-house, Hampshire, the seat of her brother Sir Robert Kingsmill, Bart. Miss Kingsmill, youngest daughter of the late Edward Kingsmill, Esq. of Belfast, and niece to the late Admiral Sir Robert Kingsmill, Bart.

On the 31st of October, at Bath, sincerely regretted by her friends, Mrs. Mann, wife of Robert Mann, Esq. admiral of the white.

At Thoresby-park, Nottinghamshire, on the 8th of November, Albert Aldenburgh Bentinck; and on the 17th, John Aldenburgh Bentinck, his twin brother, infant sons of Rear-admiral Bentinck.

On the 20th of November, was drowned, in coming on shore from Spithead, Lieutenant Richard Tooley, of the royal navy, agent for transports. He has left a disconsolate wife to lament his untimely fate.

Mr. R. Gibbings, one of the master's-mates on board the Amethyst frigate, who was wounded in the late action with the Thetis French frigate,\* died at Plymouth on the 22d of November.

Lately, in Manchester-street, Mrs. C. Dalrymple, eldest sister of the late Admiral Dalrymple.

Of a fever, in Holland, Mr. Thomas Biggs, of the royal navy, son of Abraham Biggs, Esq. of Waterford.

At Plymouth, Mr. T. Troughton, one of the oldest masters in the royal navy.

On the 20th of November, at Broadstairs, Isle of Thanet, Anthony Calvert, Esq. in the 70th year of his age. He had been nearly 30 years one of the elder brethren of the Trinity House.

On the 9th of November, at his seat at Fareham, near Gosport, Captain John Loring, of the royal navy, senior captain of the district of sea fencibles from Emsworth to Calshot. All the different situations of husband, parent, commander, and acquaintance, this truly good man filled in such a manner as to prove him a most worthy member of society, and to make his loss most severely felt. He had for some time (in consequence of his unremitting exertions when employed at St. Domingo, as commodore of a squadron, in the Bellerophon) laboured under a very weak state of health, on account of which he got removed from the command of the Salvador del Mundo to the sea fencibles in the above district. After a most severe bilious attack, a general dropsy ensued, which proved mortal, and, in the prime of life, snatched from society one of its most worthy members, and left a widow and children to bewail the loss of the most tender and affectionate husband and parent, and the naval service one of its most zealous, brave, and humane officers. He was made post in 1794.

Some time since, at Lishon, of a complaint in the bowels, Lieutenant Bunton, of his majesty's ship Audacious, a young and meritorious officer, who promised fair to be an ornament to the service, and a credit to all his relations and acquaintance, who suffer the severest anguish for their irreparable loss.

Some time since, at Muthuriah, in the East Indies, Lieutenant Lodge Francis Morres, of his majesty's 22d regiment of foot, brother of Lieutenant Edward Morres, of the royal navy, nephew of the Right Hon. Lord Frankfort, of the Kingdom of Ireland, and cousin to Lord Viscount Mountmorres, Sir William and Sir John Morres, Barts. In this truly amiable young man was centered every requisite to form the brave and humane officer, the perfect gentleman, and the agreeable, social, and unassuming acquaintance. At the early age of about 22 years, this distinguished member of society was taken from this world, by a violent fever. His loss will long be lamented by his regiment and his acquaintance, and most poignantly by his noble family, on whom he has reflected the highest honour.

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\* Vide page 417 of this v. lume.



MEMOIR OF THE PUBLIC SERVICES  
OF THE LATE  
**SIR CHARLES SAXTON, BART.**

COMMISSIONER OF THE NAVY AT PORTSMOUTH.

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"Nurtur'd in youth upon the wat'ry plain,  
He brav'd the thousand perils of the main,  
And gain'd at length a title justly due."—ANON.

**SIR CHARLES SAXTON** was the descendant of a Berkshire family. Edward Saxton, his father, was a London merchant; and his mother was the daughter of Thomas Bush, Esq. of Burcott, in Oxfordshire. He was the youngest of seven children, and was born in the year 1732.

He is believed to have been originally intended for the navy; he entered the service in 1745. Previously to the year 1760, he received an appointment, as lieutenant, from Admiral Watson, on the East India station; and after his return to England, he held the same rank on board the *Modeste*, in the early part of the year just mentioned, and was first lieutenant in the action with *Confians*, 1759. On the 11th of October, 1760, he was promoted to the rank of commander; and in 1761, according to Charnock, "he commanded the *Fubbs* yacht, ordered to the continent, for the conveyance to England of her present majesty and her suite." In the list of the squadron which was employed upon that occasion, we, however, find only *one* yacht (the *Royal Charlotte*) mentioned, and she was commanded by Captain, afterwards Admiral Sir Peter, Denis. His other services, as commander, are wholly unrecorded.

On the 28th of January, 1762, Captain Saxton was made post, and appointed to the *Magnanime*, under Commodore Lord Viscount Howe. Towards the middle of the summer, his lordship removed into the *Princess Amelia*, as captain to his Royal Highness the Duke of York, then rear-admiral of the blue;\* but Captain Saxton continued in the *Monmouth* during the remainder of the

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\* *Vide* NAVAL CHRONICLE, Vol. I. page 14.

war, serving in the small Channel squadron which was under the orders of Sir Edward Hawke and the Duke of York.\*

At the peace of 1763, the Monmouth was put out of commission, and Captain Saxton was appointed to the Pearl, of 40 guns, and ordered on the Newfoundland station. In 1764 he was one of the officers who were sent by Commodore Sir Hugh Palliser, into the gulf of St. Lawrence, to reconnoitre the French force there, and to examine what infringements they were making on the late treaty of peace.†

\* Hawke's recent defeat of the Marquis de Conflans had, at this period, rendered a large naval force on the home station unnecessary.—*Vide* NAVAL CHRONICLE, Vol. VII. page 462, *et seq.*

† A curious anecdote is connected with this proceeding. In 1762 Sir Hugh Palliser had been despatched, with three ships of the line and a frigate, to retake the town of St. John, in the island of Newfoundland; but on his arrival, he found that Lord Colville and Colonel Amherst had anticipated his intended service. After the peace, Sir Hugh was again sent to Newfoundland, as governor, and with orders to protect the British fishery on that coast against the encroachments of the French. Sir Hugh had the Guernsey, a 50 gun-ship, bearing his broad pendant, and several frigates, under him. On the coast, he met with a French commodore, who, with a similar force, was pretending to regulate the fisheries of that nation, but in fact, was increasing them. He pretended also to be authorised to settle such disputes as might occur with the English. Sir Hugh Palliser, however, warned the French commodore to quit the coast; informing him that the sovereignty of the island belonged to Great Britain, and that he would not suffer any foreign authority to interfere with his government. In consequence of this and other spirited exertions, the French ambassador in London presented several memorials against Sir Hugh; and amongst other contemptible artifices, insisted that Cape Ray was Point Rich, thus introducing a new claim to the fishery all along the western coast of Newfoundland. In support of this, the French government, with the low finesse of a common swindler, alleged that the English chart mis-named those places, and that their names had been transposed for the purpose of narrowing the limits of the French fishery. Their ambassador produced a French chart which had been sent to him, in which those places were named agreeably to the claim which they contended for. Sir Hugh Palliser, however, soon repelled this attempt, by shewing that all the English charts had been extant before the time of making Point Rich a boundary. He happened to have a French chart in his possession, which was an impression from the same plate as that which the French ambassador had produced. Point Rich and Cape Ray were there placed the same as in the English charts; and Sir Hugh Palliser completely fixed the fraud of altering the plate, and

Captain Saxton remained in the Pearl till the year 1766 ; from which period, till 1770, when he was appointed to the Phoenix, of 44 guns, he does not appear to have held any command. He quitted the Phoenix in 1771, as soon as the dispute with the Spanish court, relating to the Falkland islands, was adjusted, and was appointed to the Flora frigate.

In the year 1778, some time after the commencement of hostilities with France, he was appointed to the Winchelsea frigate, in which he sailed to the West Indies, September, 1778.

Captain Saxton continued to serve in the Channel fleet till the end of the year 1780, when he was ordered to the West Indies, in the Invincible, under the command of Sir Samuel, afterwards Lord, Hood, who went thither with a squadron to re-enforce Sir George Rodney.\* Soon after his arrival on that station, he is supposed to have been attacked by illness ; as, in the skirmish which took place with the Count de Grasse, on the 29th of April, 1781,† the late Sir Richard Bickerton, then commander of the Swallow sloop of war, acted as captain of the Invincible, per order.‡ However, in the month of August following, having resumed his command, he accompanied Sir Samuel Hood to North America,§ and was placed in the line as one of his seconds. He continued in the same station, after the return of the fleet to the West Indies, and was present at the encounter with De Grasse, off St. Christopher's, in January, 1782 ; but in consequence of the attack of the enemy having been directed principally against the rear-division, the Invincible sustained very little injury, two only of her crew being wounded.¶

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transposing those names, with the French government, for the purpose of supporting its encroachments. It is said, that the French ambassador himself appeared to be ashamed of this transaction.

\* *Vide* NAVAL CHRONICLE, Vol. II. p. 7.

† *Ibid.* p. 8.

‡ A biographical memoir of the present Sir Richard Bickerton, accompanied by a portrait, is given in the XIIIth volume of the NAVAL CHRONICLE, page 337, *et seq.* to which is prefixed a brief sketch of the professional services of the late baronet, here alluded to.

§ *Vide* Vol. II. p. 12.

¶ The particulars of this engagement are given in our memoir of Lord Hood, Vol. II. p. 14.



Soon after this affair, the *Invincible* was ordered to Jamaica to refit; a circumstance which unfortunately prevented Captain Saxton from participating in the memorable defeat of the Count de Grasse, on the succeeding 12th of April.\*

In the course of the summer, Admiral Pigot arrived at Port Royal, from England, to succeed Sir George Rodney in the command of the fleet; and Captain Saxton proceeded with him to New York. While on that station, he was detached, with some other officers, under the command of Sir Samuel Hood, to cruise off Boston; a service which prevented him from returning to the West Indies, until some time after the commander-in-chief.†

Peace having taken place at the commencement of the year 1783, Captain Saxton returned to England early in the summer. The *Invincible* was then dismantled and paid off; and her commander, we believe, never held any other appointment, in this branch of service.

At the time of the armament in 1787, when a rupture with France was apprehended, Captain Saxton was one of the officers who were appointed to superintend the impress service, and to correct the abuses which were committed in that department, in the port of London. The expectations of war, however, vanished; and he soon afterwards retired from the military service of the navy.

In the year 1790 he was appointed commissioner of the dock-yard at Portsmouth; and on the 26th of July, 1794, he was advanced to the rank of a baronet of Great Britain.‡

Sir Charles Saxton enjoyed an exalted reputation for ability, for an attentive diligence to the duties of his office, and for an unimpeachable integrity of conduct.—He continued to officiate as resident naval commissioner, at Portsmouth, till the autumn of 1806, when he retired from public life.

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\* *Vide* NAVAL CHRONICLE, Vol. I. p. 389, *et seq.*

† It was on the 5th of September that Admiral Pigot arrived at New York, with 26 sail of the line; on the 24th of October he sailed thence with 11 sail; and on the 21st of November he reached New York, where, in a few days, he was joined by Rear admiral Sir Richard Hughes, with eight sail of the line, from England.

‡ Described, in his patent, as of Circourt, in Berkshire, where he had a seat.

In the month of November, in the present year, Sir Charles closed a long and well-spent life, at Gloucester; leaving behind him a name, which will be long mentioned with respect.

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## HERALDIC PARTICULARS.

Clement Saxton, of Abingdon, Berkshire, gent. who died about the year 1736, married Joan Justice, by whom he had a son, Edward Saxton, of White Friars, London, merchant; who married Elizabeth, daughter of Thomas Bush, of Burcott, in Oxfordshire, by whom he had seven children:—Clement, lieutenant-colonel of the Berkshire militia; Elizabeth, wife of Thomas Prince, of Abingdon, Berks. by whom she had two children, Thomas and Elizabeth; Edward, died unmarried; John, died unmarried, at Valence, in France; Mary, wife of John Brome, of Town Malling, in Kent, by whom she had two sons, Edward and Charles; Maria, who died without issue; and Charles, the subject of the present memoir.

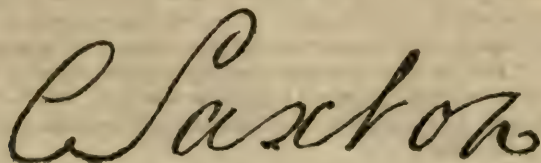
Sir Charles Saxton married, July 11, 1771, Mary, the only daughter of Jonathan Bush, Esq. of Burcott, by whom he had seven children:—Charles, his successor, the present baronet, and one of the secretaries to the lord-lieutenant of Ireland, born October 2, 1773; John, captain of dragoons; Clement; Hannah, died young; Anne, died young; Mary, the wife of Captain Robert Dudley Oliver, of the royal navy; and Sophia, died young.

ARMS.—Per bend, argent and or, on a bend engrailed, sable, between two wings elevated, gules, a plain bend countercharged, of the field, charged with three garlands of red roses, leaved, vert.

CREST.—On a mount, vert, a hind's head erased, sable, gorged with a ducal coronet, or, between two wings, per fess, wary, gules and or.

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The following is a *fac-simile* of the late Sir Charles Saxton's hand writing:—



C Saxton

ADDENDA  
TO THE  
BIOGRAPHICAL MEMOIR  
OF  
*GEORGE NICHOLAS HARDINGE, ESQ.*  
LATE CAPTAIN OF THE SAN FIORENZO.

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THE Editor, much flattered by the intelligence that his unprompted hope was prophetic, and that his majesty has conferred a new armorial bearing upon the relations of the late Captain Hardinge, is happy to lay before his readers a copy of the memorial which his majesty's warrant has recited, and which is registered with it in the College of Arms.

This memorial is not only interesting, as a correct and faithful picture of the naval services to which the honours conferred upon them were justly due (though in the melancholy shape of a posthumous recompence), but as a recorded statement of the ingenuous and manly object in view on the part of the living.

It has been forwarded to us by one of the late Captain Hardinge's relations.

(Copy.)

TO THE KING'S MOST EXCELLENT MAJESTY.

*The Memorial of GEORGE HARDINGE, your Majesty's Justice for the Counties of Glamorgan, Brecon, and Radnor,*

" MOST HUMBLY REPRESENTS TO YOUR MAJESTY,

" That he is the eldest paternal uncle of the late Captain George Nicholas Hardinge, commander of your majesty's frigate the San Fiorenzo, who left no descendants.

" That the said George Nicholas Hardinge had the honour to serve on board your majesty's ship Theseus, commanded by the late Captain Miller, at the ever-memorable siege of Acre, and that he was in the ship very near his captain when she blew up, and that lamented officer perished.

" That he afterwards commanded a gun-boat under Sir William Sidney Smith, who was the gallant hero of the enterprise, and that he had the honour at this early period of his life to receive the public thanks of that high-spirited officer.



"That soon after he had obtained the rank of lieutenant off the coast of Egypt, he received a gold medal from the Grand Signior for his naval services off that coast, and in the siege above-mentioned.

"That being appointed captain of your majesty's bomb the Terror, he signalized himself in the bombardment of Granville, under that accomplished and most able officer, Sir James Saumarez, who, in the London Gazette, of September, 1803, spoke of him in the following terms:—'The various services in which Captain Hardinge, of the Terror, has been employed, are sufficiently known. But I can venture to assert, that in no one instance could he have displayed more zeal and gallantry than upon this occasion.'

"That the said bomb having been disabled by these exertions, the said Captain Hardinge was, in 1804, appointed commander of the war brig or sloop Scorpion.

"That, when commanding that sloop, he captured the Atalante, a Dutch war-brig, off the Texel; by the successful enterprise of boarding and of cutting out that brig, himself at the head of the party in the boats and the first man who boarded her; that he found her prepared for him, but making his attack in the night, with sixty men, he captured her, after a desperate conflict.

"That his naval commander-in-chief, Lord Keith, in his public letter to the Board of Admiralty on that occasion, thus expresses himself:—'Although the brilliancy of this service can receive no additional lustre from any commendation it is in my power to bestow, I obey the dictates of duty and of inclination, in recommending the distinguished services of Captain Hardinge to the consideration of their lordships, who will not fail to observe the delicacy with which Captain Hardinge abstains from any mention of himself.'

"That, for the service above-mentioned, the said Captain Hardinge was immediately and expressly made post captain.

"That, in 1805, he was appointed commander of the Salsette frigate, then building at Bombay.

"That, in his passage to that ship, he commanded the marines in the attack and subsequent capture of the Cape, and again had the honour to be recorded in the Gazette with praise.

"That soon afterwards he was appointed commander of the San Fiorenzo, on the East India station.

"That on the 6th of March last, at night, he fell in with the French frigate la Piedmontaise, off your majesty's island of Ceylon; that he chased and brought her to action; that she retreated, and was pursued by him, till six in the morning, when the said captain brought her again to action, and that after a contest of an hour and fifty minutes the enemy again retreated.

"That as soon as your majesty's ship the San Fiorenzo could repair her damages, and could again pursue the said frigate, she chased her again, but could not bring her to action till the following day, at three o'clock in the afternoon.

"That, in the course of the said third action, which terminated in the capture of *la Piedmontaise*, the said Captain Hardinge was killed.

"Your memorialist represents to your majesty, that your ship the *San Fiorenzo* carried 38 guns, and mustered 186 men, including officers.

"That *la Piedmontaise* carried 50 guns, long 18-pounders, and had on board 566 men.

"That the said Captain Hardinge, notwithstanding such an extreme disparity of the force between the two ships, constantly pursued, as the enemy on his part constantly retreated.

"That Captain Byng, of the *Belliqueux*, in his despatch to the Admiralty, uses the following words respecting this enterprise:—

"'I think it my duty to inform you, that his majesty's ship *San Fiorenzo* this morning anchored off Columbo, having brought in *la Piedmontaise*, &c. totally dismasted, which she captured after an action renewed three successive days, and on the last of those days that excellent and gallant officer, Captain Hardinge, fell.

"'By all information, a more severe, and a more determined action has not been fought in this war, nor one in which British valour has been shewn more conspicuously. I hear the *San Fiorenzo* had 13 killed, and 25 wounded; *la Piedmontaise* 50 killed, and 100 wounded.'

"That your majesty's governor of Ceylon, in general orders issued by him on the capture of *la Piedmontaise* and the death of Captain Hardinge, thus expresses himself:—

"'General Maitland feels it a duty which he owes to his king and his country, to state, that the *San Fiorenzo*, after an action second to none in the annals of British valour, and marked with a degree of perseverance which has rarely occurred, has towed into the roads of Columbo the French frigate *la Piedmontaise*. He feels it his duty to direct, that at four o'clock to-morrow evening the flag-staff of this fort be hoisted half flag-staff high, &c. that minute guns be fired, &c. and that these orders be read at the head of the troops, and similar honours to the memory of Captain Hardinge be paid in every fort of this island.'

"Your memorialist begs to observe, that upon all occasions, not one excepted, in which Captain Hardinge was in contest with your majesty's enemies, whilst in command, he has been recorded in the public despatches, and in the *London Gazette*, with high praise.

"Your memorialist represents to your majesty, that he is the eldest of the surviving sons of your majesty's former servant, the late Nicholas Hardinge, Esq. grandfather of the said Captain Hardinge.

"That, honoured as your memorialist, and as all of his family who bear the name of Hardinge feel themselves in the naval conduct and in the death of the said Captain Hardinge, they are still anxious that his memory and fame shall be for ever in the direct view of their male posterity, in order that all and each of them, with such an example before them, may with improved energy and zeal devote themselves to the service of their king and their country.

"Your memorialist therefore prays,

"That your majesty will be graciously pleased to confer upon the male

descendants of the said Nicholas Hardinge, an honourable augmentation to their armorial bearings, which may commemorate for ever the conduct and glory of the said Captain George Nicholas Hardinge.

"And your majesty's memorialist shall, &c.

*George Hardinge*

Having recited this memorial, the King proceeds in the following words:—

"And WE, taking into our royal consideration the zeal, courage, and perseverance of the said Captain George Nicholas Hardinge, manifested by him on divers occasions in our service, but especially on those above-mentioned, are desirous of testifying the sense we entertain of the same, in our compliance with the prayer of the memorial.

"Know ye therefore, that we, of our princely grace and special favour, give and grant unto the male descendants of the said Nicholas Hardinge, who bear the name of Hardinge, our royal license and permission, that they may bear for ever hereafter, to the armorial ensigns of their family, the honourable augmentations following, that is to say, To the arms of Hardinge, being 'on a chevron fimbriated three escallops,' a chief wavy, thereon a dismasted French frigate, with her colours struck, towed by an English frigate; and for an additional crest to that of Hardinge, being 'a matre charged with a chevron, as in the arms,' the following—a hand coupé, grasping the sword of a naval and British officer, erect, surmounting a Dutch and French flag in saltire, on the former inscribed '*Atalanta*,' on the latter '*Piedmontaise*,' its blade passing through a wreath of laurel near the point, and a little below another of cypress, with this motto—'*Posterá laudes recens*,' as in the painting hereunto annexed; provided, &c.

"Given at our court at St. James's, this 26th day of November, 1803, in the forty-ninth year of our reign.

"By his majesty's command,

*Harshbary*

A sovereign like this deserves the heroes who have graced his throne, and have devoted their lives to the maintenance of his rights; he is their parent and their friend.



Just as we had prepared the preceding *addenda* for the press, we were favoured with the following copy of a letter, from Sir Edward Pellew, Bart. to the Reverend Henry Hardinge, rector of Stanhope, in the county of Durham, the venerable father of the late Captain George Nicholas Hardinge. It reflects equal honour on the feelings of the writer, and on the character of the hero to whom it relates.

*"His Majesty's Ship Culloden, Bombay Harbour,*

"SIR,

*June 1, 1808.*

"Under any other circumstances than those which occasion this address, I should experience but one sentiment in expressing to you those feelings of admiration and respect with which I have long contemplated the character of your lamented son.

"Believe me, sir, I participate sincerely with you in those painful feelings of parental emotion with which you deplore the loss of your lamented son.

"His private virtues and professional merits have endeared him to all who knew him.

"At a general meeting of the merchants, &c. at Bombay, resolutions have been passed, which express the universal sensation of gratitude with which the gallant actions of Captain Hardinge have impressed the inhabitants of Bombay.

"I have the honour to enclose the resolutions,\* accompanied with my condolence on your premature loss of a son who had reflected the highest credit upon his profession, and bid fair to be one of its most conspicuous ornaments.

"I have the honour to be, &c.

"EDWARD PELLEW."

We shall close the *addenda* to the memoir of this lamented and gallant officer with the following

*Extract of a Letter from on board the Charlton Indiaman, dated 13th March, 1808.—(Bombay Courier of the 9th.)*

"The Piedmontaise had taken several vessels that had left Bombay, and from the different accounts, found, that our three ships were to sail without convoy, consequently he took up his station off Cape Comorin, stretching off and on, and was waiting there, manned with three companies of artillery men for fighting the great guns, 150 Europeans trained for boarding, and the same number of Lascars to attend the braces, &c. making in all above 500 men, with 40 officers. On Sunday, off Cape Comorin, we

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\* The resolutions alluded to in this letter have not yet been transmitted to us.—Ed.

discovered four sail, which we have since learnt were the Piedmontaise in chase of us, the *St. Fiorenzo* going up the bay, the *William* from Bengal, and a brig which the Piedmontaise had captured, valued at four lacs of rupees, but despatched for the Isle of France immediately she saw us. The Piedmontaise was then on the point of making all sail after us, when Mr. Hughes and Captain De la Harpe, who had been captured in a little brig, told them, that they had better try the single ship first (wishing to give us time to get out of reach), as we had got men on board at Bombay on purpose to defend the ships, and that he would be roughly handled, which advice he took, and gave chase to the *St. Fiorenzo*, when, to her astonishment, she found out her mistake, when too late. Manned and equipped in the manner she was, you will easily picture to yourself what the action must have been, when both ships had not even a rope but what was cut through, and on the side they engaged the shot holes were innumerable; and sorry I am to inform you, that just in the arms of victory, poor Captain Hardinge was shot through the neck by a grape shot, while in the act of giving orders to the first lieutenant to back the mizen top-sail, and expired immediately.—Moreau, finding, on the last day, that they could not cope with the bull-dogs, was seen amusing his men in the hottest part of the fire, expecting a shot to terminate his miserable existence, when finding that not to be the case, and seeing the people fall by dozens about him, and the colours about to be struck (one of the French officers told us), that they strongly suspect he discharged both his pistols through his body; even that had not the desired effect, and he then desired them to throw him overboard, although still alive; when, having no friends on board to commiserate with him on his sufferings, he was plunged into eternity, and died in as inglorious a manner as he had lived. They acknowledged to us they had 107 killed and wounded, they also said they did not wish to fight, but were forced; they did every thing in their power to get away. One of the officers had been seven years in England, and gave us all the particulars; he said he thought they would have taken two of us, as their intention was to have run close alongside of the first, and throw a hundred men on board, at the same time giving us a broadside of round and grape; and then make a dash at the second; so upon the whole I think we may bless our stars, as, according to our line-of-battle, the *Charlton* would have had to have stood the first brunt.—The *Semillante* is cruising some where in the bay, on the look out for Indiamen, and the *Canouiere* is in the China seas; they also say that an 80 gun ship and four frigates are expected in India every day; so I think we shall be in ill luck to escape them all. We have had a most tedious passage down, and fortunate it was for us that we did not sail on Thursday, as we should certainly have run into the jaws of the Piedmontaise; she was cruising ten days off Cape Comorin; we staid four days at Columba, and are now in sight of Point de Galle, in company with the Madras fleet, where I suppose you will have heard that the Bengal ships are now lying."

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## NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

### GALLANT EXPLOIT IN THE MEDITERRANEAN.

A VERY gallant exploit was lately performed by a small detachment from one of our cruisers in the Mediterranean. An Italian brig of war being chased under a battery, the party of royal marines, which consisted of two lieutenants and 45 rank and file, were landed; these brave fellows immediately ascended the heights, when, upon approaching the battery, the French officer who commanded, confident of his strength (having upwards of 70 men of the favourite French regiment, the 3d Legere), marched out with a field-piece to attack them. The lieutenant, without firing a musket, ordered his men to charge, which was executed so firmly, that although the French maintained their ground for some time with great courage, they at last gave way, leaving their field-piece behind; and our men, by a masterly manœuvre, having placed themselves between them and their battery, of which they got possession, opened a heavy fire upon the brig, which, upon the approach of our frigate, hauled down her colours. The whole then, after spiking the guns, and blowing up the magazines, re-embarked. Our loss on this service, which was the admiration of all who witnessed it, was the second lieutenant of marines badly wounded in the arm, one serjeant and seven privates killed, and five badly wounded.

### CAPTAIN SEYMOUR.

CAPTAIN MICHAEL SEYMOUR, of the Amethyst, is the son of a most respectable clergyman, the late Rev. Mr. Seymour, of the city of Limerick, in Ireland. He has served in the navy from his earliest years, and has been, with very little intermission, in active employment. He was a lieutenant when he lost his arm in Lord Howe's action, in which he rendered such eminent service, that he was immediately promoted to the rank of master and commander, and appointed to the Spitfire sloop. In the command of this vessel, Captain Seymour was a terror to the enemy's privateers, some of which he captured in every cruise, rescuing at the same time the British vessels of which they had made prize. He afforded such ample protection to the British trade, and gave so much annoyance to the enemy, that he was soon made post; and after a short lapse of time, received the appointment in which he has recently done so much honour to himself, and rendered such essential service to his country.



## MARINE OBSERVATORY AT MARSEILLES.

THE *Observatoire National de la Marine* was built during the years from 1699 to 1702, and repaired and improved in the years 1794, 1795. It was in the hands of the Jesuits until 1764, when it fell to the care of the reverend Silvabelle. In 1800, the ingenious, worthy, and active Thulis became the director, which situation he now holds.

The whole structure, bearing the name of *Observatoire de la Marine*, lies on a hill, called *Bûtte des Moulins*, which may be considered as the highest point of the town. The building consists of three stories; in the first of which the concierge resides; in the second the director; and in the third is the proper observatory. This consists of a landing place, a large square room, with two smaller ones on each side. Besides these, are three round towers; one on the north façade, and two to the south; all having portable domes. The roof of the observatory itself is flat, and forms a fine terrace. In the centre is a weather-cock, whose plate and hand are inserted in the ceiling of the largest room. The instruments are as follow:—

1. A fine Gregorian telescope, by Short, with the date 1756: foc. 19 decimeters. It rests upon a parallactic machine, by Acajou, and magnifies from 300 to 1,200 times. Both the glasses have been much occidated during twenty years.

2. Another telescope, by Short, foc. 65 centimeters. It magnifies from 90 to 300 times, and is supplied with two micrometers.

3. An acromatic telescope, by Dolland, foc. 11 decimeters, opening from 36 millim. It rests upon a parallactic machine, by Acajou, can be fitted for a tribus terrestris, and is well supplied with every necessary apparatus.

4. An acromatic meridian telescope, foc. 97 centim. axis 81 centim. It is made by Lennel, and has an excellent *niveau*.

5. A portable quadrant, of 97 centim. radius, by le Noir.

6. A fixed quadrant by 1 met. 5 radius. It rests upon a wall of freestone, but is so badly regulated as to be wholly useless.

7. An excellent astronomical clock, and several other smaller astronomical instruments, by Louis Berthoud.

8. The collection of meteorological instruments, formerly belonging to the Meteorological Society at Manheim, and sent here in 1781.

The observatory possesses, exclusive of the private library of Thulis, only the following works:—

A perfect collection of the *Connoissance des Temps*, &c. from 1760 ; a perfect collection of Astronomical Ephemerids ; Lalande's *Astronomie*, the editions of 1771, 1792 ; Tables of Logarithms, by Gardine ; the eighth volume of Observations, published by the Meteorological Society of the palatinate of Manheim.

#### NAVAL DINNER, AT PORTSMOUTH.

ON Wednesday, November 2, 1808, the following officers gave a splendid entertainment to his Royal Highness the Duke of Clarence, at the Crown Inn, Portsmouth :—

| Rear-admiral Otway, and |                  |
|-------------------------|------------------|
| Captains Curzon,        | Captains Hotley, |
| ——— Legge,              | ——— Oswald,      |
| ——— Malcolm,            | ——— Tower,       |
| ——— Colville,           | ——— King,        |
| ——— Boyle,              | ——— Buchanan,    |
| ——— Bowen,              | ——— Sheriff,     |
| ——— Lord W. Stewart,    | ——— Mein,        |
| ——— Irvin,              | ——— Evans,       |
| ——— Raggett,            | ——— Stevenson,   |
| ——— Buckle,             | ——— Cumberland,  |
| ——— Boys,               | ——— and          |
| ——— Carthew,            | ——— Columbine.   |

At five o'clock the company began to assemble ; at six his royal highness arrived ; and, soon after, the company sat down to a very sumptuous dinner. After the cloth had been removed, many loyal toasts were drank, and when the health of the duke was given, his royal highness rose, and, in a neat short speech, returned thanks, and expressed the gratification which he felt in once more becoming one among them. In the happy circle were—

Major-general Whetham, lieutenant-governor, Admiral Montagu, Major-general Porter, Sir Roger Curtis, J. Greetham, Esq. Hon. Commissioner Grey, Colonel Terrott, the Portuguese commodore and captains of that nation, Majors Graham and Thornton, Captain Nixou, aide-de-camp, and a vast number of nobility and gentry.

#### SIR SIDNEY SMITH'S HONOURS.

AT Brazil, on the 14th of June, 1808, Sir Sidney Smith gave an entertainment to the whole Portuguese royal family and court, on board his majesty's ship London. On quitting the ship, the Prince Regent presented to the rear-admiral, with his own hands, the standard of Portugal, to be borne as an augmentation to his coat of arms, and declared the revival of the order of the Sword, instituted by Don Alfonso V. surnamed the African, in 1459, of which

order Sir Sidney Smith is to be created grand cross. All the English captains before the Tagus, under his command on the 29th of November, to be commanders, and the first lieutenant of each ship, knights of the same ; also Mr. F. Hill, his majesty's secretary of legation to that court. His royal highness conferred medals on the four captains composing the squadron detached by Sir Sidney Smith to accompany the Portuguese fleet to Brazil.

#### JUNCTION OF THE ATLANTIC AND MEDITERRANEAN SEAS.

THE following are the particulars respecting an intended junction of the two seas, the Atlantic and Mediterranean, by a canal ; an undertaking which has lately been resumed with vigour.

It was long ago intended to unite the two seas that wash the coasts of France, by a communication between the rivers Saône and Yonne. By an edict of Henry IV. a tax was imposed on the bakers of Dijon, of 40 French sous for each measure of corn, towards defraying the expences for continuing the canal of the river Ouche from Dijon to St. Jean de Lône. In 1607 a process verbal was published of a survey of this river, which it was intended to render navigable, in order to open a communication with the Seine, by the Armançon, which falls into the Yonne, and the Yonne into the Seine.

In 1724 the state of Bourgogne ordered the engineer Abeillo to take a survey of the country, which he delivered in 1727.

In 1775 a beginning was made ; but the works proceeded very slowly. In 1790 they were entirely suspended ; but were resumed in 1801, since which period they have been continued without intermission. That part of the canal which is situate between Dijon and the Saône is in great forwardness, and nearly completed : in that between Dijon and the Yonne little progress has been made. The artificial embankments begin between Dijon and la Cudé.

Since the year 1801—819,198 francs have been expended on the works between Dijon and the Saône, and by the law of the 16th September, 1807, new funds have been allotted for the completion of the whole.

This canal will facilitate the conveyance of goods from *ci-devant* Bourgogne to the southern provinces, and from thence into the interior. Hay, iron, corn, and hemp will avoid the great circuit they now make by the canals of Charolais and Auxerre in order to reach Paris, by the navigable parts of the Seine.

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## CORRESPONDENCE.

MR. EDITOR,

I WISH you would hold your hand a little, and not serve out such a deal about the parliamentary duties of naval officers. Lord bless you! what have we to do with Parliament? Now and then a few of our chaps get poked up there, because they think it may help to raise the wind a little when they are aground; but the devil a bit of any good did I ever hear they were of by any of their speeches. It's all very well, and very respectable, for a few of our worn-out admirals to clap themselves down there, and sing out lustily when they think the state vessel is in danger: but I do not like to see a parcel of young captains buzzing about in the lobby, who have professional duties to attend to. If your Correspondent would give us a few anecdotes of what has occurred to naval men in this respect, why then there would be some fun in it. Now I'll tell you one. But look you, I don't pretend to write so well as he would. Once upon a time (and I am telling no lie, believe me), a *crooked* lieutenant, as I shall term him, undertook, under the rose, to render service to one of the ministerial warrant officers of that day, by getting him the votes of the principal people in a borough town on the coast. He accordingly asked the principal people to come on board his cutter to dinner, and to bring their papers and whatever was necessary on board. Off they all came, and down they sat to guzzle; when the *crooked* lieutenant made the signal to his men, stood out to sea, and begging all their pardons, protested the weather would not allow of his acting otherwise. As it happened, it came on to blow heavily. The voters of the borough were in a sad plight: they shifted their ballast, and almost retched their lungs out, until the very fish were sick. The *crooked* lieutenant was obdurate, turned a deaf ear to their spumy groans, and brought the whole of the motley crew up the Thames to London; and giving due notice to the ministerial warrant officer, secured all their votes. Thus, Mr. Editor, ended the parliamentary duties of the *crooked* lieutenant, who afterwards was dissatisfied with some reason. But my letter is long enough in all conscience, and so I shall shove off.

TIM. WEATHERSIDE.

## NEW TRADE WITH SPAIN AND TURKEY.

MR. EDITOR,

**I**N that extensive field now opened to British industry, by means of those political changes which of late have so happily and unexpectedly taken place in Spain and Turkey, one object seems particularly worthy of commercial attention. It is the copper trade, which, by a very judicious act passed last session, is now thrown open. Ministers deserve much credit for this measure. Their penetration discovered, through the mysterious veil of craft and monopoly, those great national advantages which will certainly be derived from this source of commerce, now that its current is no longer impeded. The promises it holds forth are highly auspicious, when considered with respect to the present moment; for it bids fair to revive the languishing state of our manufactures, and to exalt our naval power, the natural bulwark of Britain, to the highest degree of pre-eminence art and nature combined are susceptible of attaining. The vast magnitude of these considerations is sufficient to rouse the attention of every Briton, whether he is concerned in trade or not, for our naval and commercial prosperity are intertwined with the very thread of our political existence; therefore it is almost superfluous to add, what otherwise would be highly recommendatory, that the public revenue may be expected to be very much benefited by this new branch of traffic. Among the metallic productions which nature has, with so lavish a hand, bestowed on the vast continent of South America, copper appears to be entitled to the first place, because it seems to be in such vast abundance. It is found in the greatest plenty, and in districts so widely apart, that it may be considered as the general produce of the mountains which intersect this vast continent in almost every direction, and extend from one end of it to the other. The extremes of climate seem to make no difference with regard to this production; for Terra Firma extends from the line northward to 12 degrees of north latitude; and Chili extends in the opposite direction as far as 53 degrees of south latitude, running by the side of the Cordilleras, which are full of this metal, and which are only terminated by the frozen Straits of Magellan. At the Carracas, in Terra Firma, and at Buenos Ayres, in La Plata, the value of copper is about 5d. or 6d. the pound, English; but in Chili it never exceeds 4d. In England the price may be stated from 1s. 6d. to 2s. per pound. The inhabitants of South America, whether of indigenous or European extraction, have all a strong propensity to

mining. The most advantageous way of procuring either silver or copper is by a barter with South America, for the more valuable products of British industry. Spain has been depopulated and absolutely impoverished, by her rich and numerous mines ; whilst England has become wealthy, and her paltry villages converted into populous towns, by means of her manufactures. The policy of opening our markets to the copper of South America is consequently obvious ; for these people will take more of our manufactures when they can buy them, as at present, either with silver or copper. They will have encouragement for working their mines for the latter metal, which hitherto have been thought not worth their pains. Next to South America, Turkey is the country most abounding in copper. The ancients here not only hardened it so as to render it trenchant, but were even enabled to cut those very hard stones with it which turn the edge of our steeled instruments. They obtained this metal from Cyprus, called Kupros by the Greeks, from its vast cupreous productions, and from the adjacent country of Carmania, whose vast mountains (Taurus) still contain copper mines of prodigious fecundity. But the rapacity of subaltern despotism, the curse of all the Turkish governments, has extended over the mines a tax which nearly defeats itself, as there is very little copper taken from them but for the purpose of smuggling on board European ships. It is probable, however, that the present ambassador from Turkey will be made sensible how advantageous it will be for his country to adopt other regulations respecting these mines, now the ports of this kingdom are open to receive foreign copper ; and the Levant trade, which has always been a great support to our manufactures, cannot but receive a new stimulus from the circumstance.

But the great and inestimable advantage of this new trade consists in the encouragement which navigation will derive from copper, when it becomes cheap and abundant. Then, and not till then, will navigation attain all that excellence which this art is capable of receiving from copper sheathing. Since the application of magnetism to nautical affairs, no invention or improvement has been made in them so important as copper sheathing. It has been said, that the isle of Anglesea and the west of England are capable of supplying us with copper in great abundance. Were the fact true, an objection would still remain to the policy of the measure. There can be no doubt that it is the interest of this country to supply itself with copper in payment for its manufactures, and by no other way. But how can it be said that our own mines afford us



an *abundant* supply, when it is notorious that copper has been nearly doubled in value since the discovery of the rich Anglesea mine? At this rate, the more mines are discovered, the greater is likely to be the scarcity, with respect to the home supply at least. Whether this scarcity is the consequence of necessity or knavery, matters little, since its effects upon navigation are the same. Our merchant vessels are not in general sheathed with copper as they ought to be. Some are even obliged, from its exorbitant price, to navigate seas where this security is necessary, with the paltry substitute of a double sheathing of wood. Our navy indeed is well furnished with this requisite, but it costs the country an enormous sum. And it is among the many commendations due to the measure we have been considering, that a considerable saving in the public expenditure might reasonably be expected from it.

LIEUTENANT H.

MR. EDITOR,

YOU may probably deem the enclosed letter, written by a serjeant of the 29th regiment of foot, as worthy of a birth in your work; if so, it is much at your service. G.

"DEAR BROTHER AND SISTER,

"*Lisbon, Oct. 22, 1808.*

"It is now a long time since I wrote to you, at Falmouth, wherein I informed you of our circumstances at sea, previous to our return to port. I shall now give you some account of the progress of our expedition since; viz. on the 20th January we sailed from the said harbour, with a fair wind: we made Gibraltar, where we landed, and remained there till the 12th of May, from the 16th of March. This was our duration. I can assure you that it is a most curious place; some people say it is enchanted: be this as it may, I found myself exceedingly pleased, and sometimes quite charmed with the romantic appearance which it afforded: a rock, in height about one mile, on which, and on either side, is situate accommodations for both troops and citizens; every thing contributing to make the place grand, strong, and entertaining to that mind which delights itself in exploring what nature has laid out for our improvement.

"But I must leave this description. We embarked from this place on the 12th of May, being informed that our services were required at Cadiz, the French and Spaniards having disagreed in their former alliances, of which particular you must have been informed in the public papers at home. Coming to Cadiz, we lay

in that bay some time, as a re-enforcement to Admiral Purvis, who, for many months, had been blockading that port. While lying here, about the 7th of June, at three o'clock in the afternoon, a most tremendous fire commenced from the batteries upon the shipping, which was as briskly returned by the French, continuing till sun-set, when the firing ceased. But, on the morning following, it again commenced about eight, with the same velocity, which concluded about twelve or one o'clock, when victory was the fortune of the Spaniards, and the French were held in awful suspense of the consequences that would follow.

“Our services being not so immediately wanted in this place, we received orders for sailing to Portugal, where the enemy had, 18 months previously to this, been plundering the country at large, and the capital in particular, which had rendered the inhabitants exceedingly poor and distressed. Agreeably to the order, we got under weigh, and sailed down the coast till we came to Montigua Bay, where Sir A. Wellesley, a few days before us, had arrived, with the expedition under his command. This was on Saturday, the 6th of August. When our commanding officer went on board the agent ship, for the necessary instructions, he was informed of this expedition having landed, and we received orders for landing the next morning at four o'clock, which was attended to with the greatest precision. It was under a thousand disadvantages that we made our landing good. Notwithstanding the enemy was not there to receive us, we had to encounter as formidable a foe—a tremendous swell on the water, which endangered our boats; a surf running on the beach, which terrified the best of mariners. One or more of our boats was upset, but providentially no lives were lost. Had it not been for the timely assistance of the Portuguese with their life-boat, some of us must inevitably have perished; but as soon as we landed we commenced our march, in expectation of meeting with the enemy. We encamped every night, having the sky for our covering above, and the clod of earth our bed below. Sometimes we had recourse to the boughs of trees, which we lopped off, and those served to form us huts, to screen us from the dews; as, though the days are excessively hot, they are succeeded by nights equally damp and cold. It was through a long and tedious march of this kind, choked with dust, parched with heat, &c. that we had to pursue the enemy, till, on the 17th of August, the British army came up with them. Unfortunately, two nights previous to this, I met with an accident, by a fall, which rendered me incapable of marching. But on this day it was that our regiment,

which was in front of the whole army, engaged the enemy, who at this time was situate on a mountain called the height of Acrambrou, with which heights this country abounds. It was here that our regiment was obliged to storm, in spite of every opposition from the enemy's cannon and small arms. But we had the happiness of seeing them fly before us. At this time the British army was about 12 or 13,000; that of the enemy 17 or 18,000, though not all engaged on either side. On the 21st we had a second engagement with them, commanded by General Junot in person, when the enemy was completely routed, and the British arms, under the blessing of Divine Providence, proved successful. This was on Sunday (better day better deed, as the saying is), or rather, when the good people of England were praying for success on his majesty's arms by sea and land. We had the ill fortune on the 17th to lose our brave colonel, who fell soon after the commencement of the action. He was the son, Frederick Augustus Lake, son to the late General Lake, who commanded in India: our serjeant-major was killed also. We sustained the loss of 203 killed and wounded, and 17 officers also in killed and taken; but some have since returned. This being the result of this decisive 21st of August, the enemy agreed by capitulation to evacuate the capital, to which place they had retreated after the action, and to leave the country on the 15th September. On that day the British army marched in triumph to the capital, amidst the loudest acclamations of joy, expressed by fire-works and illuminations, eight or ten nights in succession. Our grenadier company took possession of the citadel, and at twelve o'clock the British flag, in unison with the Portuguese standard, was hoisted, when the rockets were discharged in the air, over the heads of the army, which at that time was occupying the different parts of the city.

"I had forgot to tell you, that, after leaving Cadiz, we landed at a port called St. Maria, a city of Spain, to the westward of the capital, a very pleasant place, and abounding with numberless curiosities, with which I was much entertained. We are now in Lisbon; part of the army is gone for Spain. We rather expect to remain here awhile, as we, with a few other regiments, form the reserve army. But of this in my next. In the mean time, my duty to my mother, with my affectionate regard to my brothers and sisters, with their families, every branch; and I must conclude by subscribing myself your very loving and affectionate brother, till death,

"JOS. MARTIN,

"Serjeant, 29th Foot."



## NEW NIPPER.

MR. EDITOR,

Folkstone, December 12, 1808.

IT is well known to many of your readers, that whenever, either from the weakness of the messenger, or the insufficiency of the capstan's power, any considerable difficulty arises in the weighing of an anchor, that it is customary to have recourse to some additional purchase lashed to the cable, by which means anchors in almost every situation may be lifted from the ground. But unfortunately, in such cases it generally happens, that at the very moment when every exertion should be made at the capstan, a most vexatious delay in removing the lashing occurs, by which delay the safety of the ship itself is often endangered. On this account, it has been long anxiously desired, that some other mode of securing the purchase might be devised, which, besides producing the required effect, should also possess the advantage of being more quickly removed and applied. This *desideratum* is now (through the medium of your CHRONICLE) presented to the officers of the navy, than whom, no men are better able to ascertain its merits, or better disposed to afford that liberal aid, without which every spirit of improvement must ultimately subside. It now only remains to be stated, that the friendly zeal of Captain Briggs, induced him, while in the Agincourt, to give it a trial, and that a very warm report on its utility ensued; but from some particular circumstances, an idea has since arisen, that the manner of applying it in the Agincourt was not the same as that which is here described.

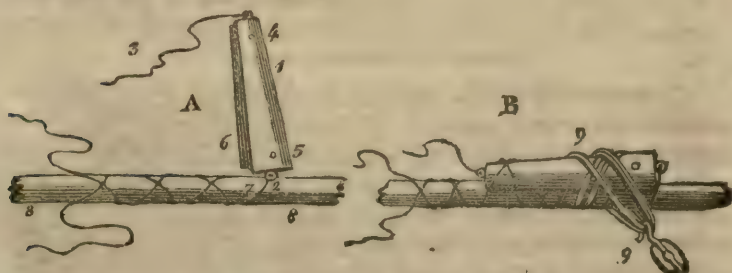
W<sup>m</sup> Bicketh R.N.

## DESCRIPTION OF THE NIPPER.

The proper nipper is of an entire new construction, being composed of wood, rope, and iron. The wooden part (if for a seventy-four) should be four feet long, and six inches broad, hollowed out on one side to receive the cable, and tapered on the other, from end to end like a wedge. At the front of the head, or thick end, an eye bolt is to be fixed, and another of smaller dimensions in the tail. Through the first, a good common nipper is to be rove, and middled, and to the last, a strong piece of rope (called the tail) must be spliced. At the distance of five inches from the head, an iron bolt is to be inserted through, projecting from the sides, and

near the tail a similar bolt is to be similarly placed. See figure A, where it is partly applied.

In order to apply or pass this nipper right (suppose on the cable alone), the wooden part must be held nearly vertical, with the hollowed or concave side downwards, the eye bolt at the head resting on the cable, and pointing aft. The two parts of the middled nipper are then to be led, on contrary sides, round the cable, and crossed beneath; afterwards (inclining forwards) to be led upwards, and crossed above, then downward, and so on, for the length of three feet; see again figure A. This being done, the thin end or tail of the wood is then to be pressed down, so as to bear upon the upper crosses of the nipper, the two ends of which being led up on opposite sides abaft the iron bolts, are to be crossed over the wood at the tail, led down again before the bolts, and under the cable, there crossed, &c. as before, till expended. The tail before mentioned is then to be slackly wormed over all in the lay of the cable, when a strong salvage, after having been twice passed round the body of the wood and of the cable, is to be secured by its bights to the purchase; see figure B. The use of the head bolts is to keep on the salvage, and of those at the tail to perform the same service to the nipper. A mat should line the concavity throughout, for the purpose of increasing the friction. It should now, from the preceding description, be evident, that the more violent is the strain on the salvage, the more violently the wood is made to nip on the crosses it covers, and consequently, to a certain degree, the more steadfastly it resists every effort in that direction to remove it, while nothing can be more clear, than that it is nearly *incapable* of doing mischief by jamming, and that the instant the purchase is slackened, the whole may be removed with facility.



- 1 The side of the wood.
- 2 The head eye-bolt.
- 3 The tail eye-bolt and tail.
- 4 Iron bolt.
- 5 Iron bolt.

- 6 Concavity and mat.
- 7 Common nipper.
- 8 Cable.
- 9 Salvage and purchase.

MR. EDITOR,

**A**S a companion to the account of the hurricane at Madras, on the 12th of December, 1807, which you have already inserted.\* I take the opportunity of transmitting to you the following account of a hurricane, equally dreadful, which took place at Barbadoes, between the 9th and 16th of October, in the year 1780. It is copied from a journal, which was kept upon the island.

Yours, &c. H.

“ The evening preceding the hurricane, the 9th of October, was remarkably calm, but the sky surprisingly red and fiery; during the night much rain fell. On the morning of the 10th, much rain and wind from N.W. By ten o'clock it increased very much: by one, the ships in the bay drove: by four o'clock, the Albemarle frigate (the only man-of-war then here) parted her anchors and went to sea, as did all the other vessels, about 25 in number. Soon after, by six o'clock, the wind had torn up and blown down many trees. At the government house every precaution was taken; the doors and windows were barricaded, but it availed little. By ten o'clock, the wind forced itself a passage through the house from the N.N.W. and the tempest increasing every minute, the family took to the centre of the building, imagining, from the prodigious strength of the walls, they being three feet thick, and from its circular form, it would have withstood the wind's utmost rage. However, by half after eleven o'clock, they were obliged to retreat. The governor, and the few that remained, were thrown down; and it was with great difficulty they gained the cannon, under the carriage of which they took shelter. Their situation here was highly deplorable. Many of the cannon were moved; and they had reason to fear that that under which they sat might be dismounted, and crush them by its fall.

“ Anxiously did they wait the break of day, flattering themselves that with the light they would soon see a cessation of the storm; yet when it appeared, little was the tempest abated; and the day served but to exhibit the most melancholy prospect imaginable. Nothing can be compared with the terrible devastation that presented itself on all sides; not a building standing; the trees, if not torn up by their roots, deprived of their leaves and branches; and the most luxuriant spring changed in this one night to the dreariest winter. In vain was it to look round for shelter;

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\* Vide page 350.



houses, that from their situation it was imagined would have been in a degree protected, were all flat with the earth; and the miserable owners, if they were so fortunate as to escape with their lives, were left without a covering for themselves and family.

“ General Vaughan was early obliged to evacuate his house: in escaping he was very much bruised. His secretary was so unfortunate as to break his thigh. Nothing has ever happened that has caused such universal desolation: no one house in the island is exempt from damage. Very few buildings are left standing on the estates. The depopulation of the negroes and cattle, particularly of the horned kind, is very great, which must more especially in these times be a cause of great distress to the planters. It is as yet impossible to make any accurate calculation of the number of souls that have perished in this dreadful calamity. Whites and blacks together, it is imagined to exceed some thousands.

“ Many were buried in the ruins of the houses and buildings: many fell victims to the violence of the storm and inclemency of the weather, and great numbers were driven into the sea, and there perished. The troops have suffered inconsiderably, though both the barracks and hospital were early blown down. Alarming consequences were dreaded from the number of dead bodies that lay uninterred, and from the quantity the sea threw up, which, however, are happily subsided. What few public buildings there were are fallen in the general wreck. The fortifications have suffered very considerably. The buildings were all demolished; for so violent was the storm here, when assisted by the sea, that a twelve pound gun was carried from the south to the north battery, a distance of 140 yards. The loss to this country is immense: many years will be required to retrieve it.”



#### BRILLIANT ACTION AT SEA.

*Extract of a Letter received by Messrs. Hogg and Co. from Mr. ROBERTSON, Chief Mate of the Catherine, FENN, from London to Malta, dated Malta, September 26, 1808.*

GENTLEMEN,

**I** DO myself the honour to inform you of the safe arrival of the ship Catherine in this port from Gibraltar, which place she left on the 8th instant; but I am sorry to add, that Captain Fenn was very badly wounded, on the 13th inst. in latitude 38 deg. 35 min. longitude 3 deg. 20 min. by a shot, in an action with a

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3 M

French privateer. On that day a sail hove in sight on the larboard bow, on a wind, standing for us. We hoisted ensign and pendant, and fired a gun; she showed St. George's flag and pendant, and stood on until she got into our wake, then bore up directly for us. We prepared every thing for action, being suspicious of her; and as soon as it was possible to be understood, by Captain Fenn's order, I hailed, and asked from whence she came? She answered, from Gibraltar, and was in distress for water. I ordered her to haul her wind immediately, or we should fire into her. She still cried out, "Water! water!" and came on, when I immediately pointed one of the stern guns, and ordered fire. I then jumped to the opposite gun, pointed it, and ordered fire. This order was countermanded, in consequence of her crying, "Mercy!" and "Water!" but as soon as the smoke of the first gun cleared away, Captain Fenn saw with his glass that they were getting ready to change their colours, and were pointing their bow guns. He called out, "It is a Frenchman, fire away!" He no sooner spoke, than he got the contents of the second; but before our guns could be fired again, he grappled, and commenced a heavy fire with grape and musketry. I immediately seized a musket, and shot the captain, who was going to give orders through his trumpet. I sung out, "I have shot the captain!—Victory, my boys?" and we gave him three cheers to advance. They returned the same, and came on bravely; when poor Fenn, with his boarding-pike in his hand, was shot through the body. He addressed himself to me—"I am shot; but fight on, my dear fellow." I encouraged my men, and soon repelled the boarders with very great slaughter.

In about half an hour, like savages they sang out, and came on again; but were again repulsed with considerable loss. This caused such great confusion among them, that they got their grapplings unhooked, and took a broad sheer-off; which I improved immediately, by sheering likewise, and got two of the great guns into him before he could get to again. This, no doubt, damped their courage; but they again boarded with three cheers, and several succeeded in getting over our nettings into the poop; but our men, like heroes, made a bold push, and either killed or wounded every man who made his appearance; and those poor devils who had the impudence to come on the poop were all shoved overboard with the pikes fast in their bodies. This was the sickening job; for they made a terrible noise, and got their grapplings unhooked; when I ordered the man at the wheel to

luff the ship to give a broadside. Unfortunately the ship was unmanageable, her sails and running rigging flying in all directions ; but, as a substitute, we gave them the stern chasers, entirely loaded with grape, as long as it could be of service. I then gave all the hands a good glass of grog, and like smart fellows they soon got the vessel on her course again. This being done, I ran to the captain, and dressed his wounds ; he was then apparently dying, but through a miracle we have preserved his life. He is in a tolerably fair way, and on shore, under the doctor's charge.

The privateer was a fine latine-rigged vessel, carrying two large sails, and her decks as full of men as possible ; we judge from seventy to eighty. We must have killed a great number, as a great quantity of blood rose on the water. It appeared to me a miracle that none of our men were killed, as the grape and musketballs came in like hail. We had only two men slightly wounded, one of whom was at the wheel.

MR. EDITOR,

I AM not very fond of setting pen to paper ; but as I observe some of those who fight least, write most, I beg leave to have a bit of my own. The public papers have given praise to Captain Wells, acting, of the Cruiser, a fine brig, of I think 18 guns, without considering there were other ships on her station in the Cattegat. Now, Sir, as I happen to belong to one of them, his majesty's ship Daphne, I beg leave to say that we have taken and destroyed, whilst on the Cattegat station, 61 sail of vessels. Mr. Steele, in his List, says that the Daphne took a cutter : now we took a man-of-war schooner, and destroyed a cutter ; which I suppose is what he meant to have said. The whole coast of Norway is at present wonderfully well guarded, and completely lined by gun-boats. On making a certain signal, all the peasantry are obliged to repair to the coast, and part of them to the gun-boats : a variety of instances constantly occur in our attack on the enemy's coasting vessels, which are passed by and forgotten ; but in which much gallantry is displayed. Mr. Davis, second lieutenant of the Daphne, behaved very handsomely, in attacking and capturing one of these vessels, protected near the shore by two immense gun-boats.

So, Mr. Editor, your humble servant,

TIM. WEATHERSIDE.



MR. EDITOR,

Dover, December 13, 1868.

YOU have doubtless, like the rest of the public, heard of a certain naval invention or improvement, which was vulgarly and erroneously nicknamed *cutamarans*: but the following information may not perhaps have reached you, and you may also deem it worthy of a place in your useful and interesting miscellany; particularly as my object is to record the detection of foreign quackery, practised at the expence of John Bull. About three years ago, a man of a grave and mysterious carriage of body, made his appearance in a certain class of fashionable society in London, under the name of *Francis*. It was shortly *whispered* about that he was a *Yankey* American, of some consequence, whose real name was *Fulton*, expatriated for reasons of state. He was undoubtedly an intelligent and ingenious man, which recommended him to the notice of several scientific persons in the metropolis, under whose patronage he was encouraged to lay certain projects before this government; amongst the rest was the *submarine bomb*, which he palmed upon his official patrons as an original invention of his own, to be transferred exclusively to the use and behoof of the English nation. Trials were ordered to be made, under the direction of Admiral (then Commodore) Sir Sidney Smith, for the destruction of a stout brig anchored in the Downs, off Walmer Castle, near Sir Sidney's ship the *Antelope*; and of Captain Sir Home Popham, for the demolition of Fort Rouge, at the entrance of Calais harbour. The former experiment was most successfully performed by Lieutenant William Robinson, of the royal marine artillery, the brig most punctually vanishing from the eyes of the astonished beholders, amongst whom was the late Mr. Pitt himself. The latter was conducted by Mr. Bartholomew, master's mate of Sir Home Popham's ship; but owing to some nautical obstacles, did not afford the same satisfactory demonstration as the Walmer experiment. But now comes the result. Mr. *Francis*, alias *Fulton*, received a very liberal gratuity, and took himself off. (His name appears in some of the papers of public expenditure printed by the House of Commons last session). He was hardly gone, when it was discovered he had been hawking his *secret* at Paris; and he was hardly arrived in America before he publicly invited Citizen Jefferson and Co. to make use of his

invention and his arm against this country: affixing his name to inflammatory paragraphs to such effect. Meanwhile, the writer of this article (who always gave the gentleman credit for a tolerable share of impudence mixed with his ingenuity, but had no conception of so barefaced an imposture) has accidentally stumbled upon an old American work reprinted in London, which contains the annexed history of this *invention*, and proves it to be at least ten years old, and attributes it to a Mr. Bushnell. So that, unless Mr. F. can make out a right to *that* name by an additional *alias*, he is liable to the imputation of having obtained our money upon false pretences. Yours, &c.

VULCAN.

## EXTRACT.

"*Historical, &c. View of the American United States*, by W. WINTERBOTHAM. 4 vols. 8vo. London, 1795.

## "INVENTIONS AND IMPROVEMENTS.

"Early in the war Mr. David Bushnell, of Saybrook, invented a machine for *submarine* navigation, altogether different from any thing hitherto devised by the art of man; this machine was so constructed, as that it could be rowed horizontally at any given depth under water, and could be raised or depressed at pleasure. To this machine, called the *American Turtle*, was attached a magazine of powder, which was intended to be fastened under the bottom of a ship, with a driving screw, in such a way, as that the same stroke, which disengaged it from the machine, should put the internal clockwork in motion; this being done, the ordinary operation of a gun-lock at the distance of half an hour, or any determinate time, would cause the powder to explode, and leave the effects to the common laws of nature. The simplicity, yet combination, discovered in the mechanism of this wonderful machine, have been acknowledged by those skilled in physics, and particularly hydraulics, to be not less ingenious than novel. Mr. Bushnell invented several other curious machines for the annoyance of the British shipping, but from accidents, not militating against the philosophical principles, on which their success depended, they but partially succeeded; he destroyed a vessel in the charge of Commodore Synmonds; one of his "*kegs*" also demolished a vessel on the Long Island shore; about Christmas, 1777, he committed to the De Lawar river a number of kegs, destined to fall among the British fleet at Philadelphia; but this squadron of kegs having been separated and retarded by the ice, demolished but a single boat. This catastrophe, however, produced an alarm, unprecedented in its nature and degree, which has been happily described by the late Francis Hopkinson, in a song, entitled, "*The Battle of the Kegs.*"

## CORRECT RELATION OF SHIPWRECKS.

No. XXXII.

Again the dismal prospect opens round,  
The wreck, the shore, the dying, and the drown'd.

FALCONER.

## LOSS OF THE HALSEWELL EAST INDIAMAN.

(Concluded from page 413.)

**T**HE only method that afforded any prospect of success was to creep along the side to its outer extremity, to turn the corner on a ledge scarcely as broad as a man's hand, and to climb up the almost perpendicular precipices, nearly two hundred feet in height. In this desperate attempt some succeeded, while others, trembling with terror, and exhausted with bodily and mental fatigue, lost their precarious footing, and perished.

The first men who gained the summit of the cliff were the cook, and James Thompson, a quarter-master. By their individual exertions they reached the top, and instantly hastened to the nearest house to make known the situation of their fellow-sufferers. Eastington, the habitation of Mr. Garland, steward, or agent, to the proprietors of the Purbeck quarries, was the house at which they arrived. That gentleman immediately assembled the workmen under his direction, and with the most zealous humanity exerted every effort for the preservation of the surviving part of the crew of the unfortunate ship.

Mr. Meriton had, by this time, almost reached the edge of the precipice. A soldier who preceded him stood upon a small projecting rock, or stone, and upon the same stone Mr. Meriton had fastened his hands to assist his progress. Just at this moment, the quarrymen arrived, and seeing a man so nearly within their reach, they dropped a rope, of which he immediately laid hold. By a vigorous effort, to avail himself of the advantage, he loosened the stone, which, giving way, Mr. Meriton must have been precipitated to the bottom, had not a rope been lowered to him at the instant, which he seized, while in the act of falling, and was safely drawn to the summit.

The fate of Mr. Brimer was peculiarly severe. He had been married only nine days before the ship sailed, to the daughter of Captain Norman, of the royal navy. He came on shore, as it has been observed, with Mr. Rogers, and, like him, got up the side



of the cavern. Here he remained till the morning, when he crawled out; a rope was thrown him, but he was either so benumbed with the cold as to fasten it about him improperly, or so agitated as to neglect to fasten it all. Whatever was the cause, the effect proved fatal; at the moment of his supposed preservation, he fell from his stand, and was unfortunately dashed to pieces, in the sight of those who could only lament the deplorable fate of an amiable man and a skilful officer.

The method of affording help was remarkable, and did honour to the humanity and intrepidity of the quarrymen. The distance from the top of the rock to the cavern, over which it projected, was at least one hundred feet: ten of these formed a declivity to the edge, and the remainder was perpendicular. On the very brink of this precipice stood two daring fellows, with a rope tied round them, and fastened above to a strong iron bar fixed into the ground. Behind these, in like manner, stood others, two and two. A strong rope, likewise properly secured, passed between them, by which they might hold and support themselves from falling. Another rope, with a noose ready fixed, was then let down below the cavern, and the wind blowing hard, it was sometimes forced under the projecting rock, so that the sufferers could reach it without crawling to the edge. Whoever laid hold of it put the noose round his waist, and was drawn up with the utmost care and caution by their intrepid deliverers.

In this attempt, however, many shared the fate of the unfortunate Mr. Brimer. Unable, through cold, perturbation of mind, weakness, or the inconvenience of the station they occupied, to avail themselves of the succour that was offered them, they were precipitated from the stupendous cliff, and either dashed to pieces on the rocks, or falling into the surge, perished in the waves.

Among these unhappy sufferers, the death of a drummer was attended by circumstances of peculiar distress. Being either washed off the rocks by the sea, or falling into the surf, he was carried by the returning waves beyond the breakers. His utmost efforts to regain them were ineffectual; he was drawn farther out to sea, and being a remarkably good swimmer, continued to struggle with the waves, in the view of his commiserating companions, till his strength was exhausted, and he sunk, to rise no more!

It was late in the day before all the survivors were carried to a place of safety, excepting William Trenton, a soldier, who remained on his perilous stand till the morning of Saturday, the

7th, exposed to the united horrors of extreme personal danger, and the most acute disquietude of mind.

The surviving officers, seamen, and soldiers, being assembled at the house of their benevolent deliverer, Mr. Garland, they were mustered, and found to amount to 74, out of rather more than 240, which was nearly the number of the crew and passengers, when she sailed through the Downs. Of the rest, it is supposed that fifty or more sunk with the captain and the ladies in the round-house, and that upwards of seventy reached the rocks, but were washed off or perished, in falling from the cliffs. All those who reached the summit survived, excepting two or three, who expired while being drawn up, and a black, who died a few hours after he was brought to the house. Many, however, were so miserably bruised, that their lives were doubtful, and it was a considerable time before they perfectly recovered their strength.

The benevolence and generosity of the master of the Crown inn, at Blandford, deserved the highest praise. When the distressed seamen arrived at that town, he sent for them all to his house, and having given them the refreshment of a comfortable dinner, he presented each man with half a crown, to help him on his journey.

## ACCOUNT OF THE CAPTIVITY OF J. TURNER,

CHIEF MATE OF THE SHIP TAY,

Amongst the Ladrões; accompanied by some Observations respecting those Pirates.

WRITTEN BY HIMSELF,

*And now first published.*

ON the 13th of August, 1806, I sailed from Bombay, as first mate of the Tay, country ship, bound for China, William Greig, master; and, after a tedious passage through the Mindora sea, we arrived off St. John's, on the south coast of China. On the day following (November 29) a fishing boat came off, to ask if we wanted an outside pilot. Captain Greig offered the fishermen 70 dollars, if they would attend with their boat and conduct us to Macao roads; but they insisted on receiving 100, which Captain Greig would not consent to give. Two of them had come on board; and perceiving that we had only two guns, observed,

that if the Ladrones knew our weak state, they would attack, and no doubt carry us. We informed them, that though we had only two carriage guns, we had plenty of small arms. Soon afterwards they went away, and stood towards St. John's.

We kept turning to windward, with light north-east winds, anchoring occasionally. On the 6th of December, being at anchor about four miles west of the little Ladrone, a large junk stood down from the northward right towards us. Captain Greig, looking at her through a glass, observed that she was a war junk, but whether a Mandarin or Ladrone he could not say. I was afterwards well aware that she must have been the latter. At the same time he gave orders for a gun to be loaded, and small arms to be got on deck, which we fired, to see if they were in order. On this the junk hauled her wind, and stood to the north-west, between the islands.

At six P.M. of the same day, weighed, with a light breeze, and at nine P.M. came to an anchor, about one and a half or two miles below Kow-how point. Captain Greig desired, as we were at some distance from Macao, and the second mate rather unwell, that I would at daylight in the morning get the cutter out, and make the best of my way to Macao, in order to get a pilot off as soon as possible, and a compradore, with provisions, of which we were very short.

On the 7th, at sun-rise, I left the ship in the cutter with six Lascars, having with us two muskets; and about half past seven, A.M. having pulled a little to windward of Kow-how point, came to an anchor, to step the boat's masts. As there was a strong ebb tide, we observed several vessels of different sizes coming from the northward, which I imagined to be fishermen, though I found afterwards that they were Ladrones; one junk in particular seemed to be coming from Macao, she being then some way inside of Cabrita point. Having stepped the masts and weighed, we pulled and sailed towards Macao with a light breeze. When about two-thirds of the distance between Kow-how and Cabrita point, the junk afore-mentioned standing towards us as near to the wind as she could, we observed a boat put off from alongside of her, and pulling towards us. I thought it might be a compradore's boat; but, on her coming closer, we observed that she was full of people. I was loading a musket, as they fired a gun at us from their bow; and as we were pulling towards each other, we closed almost immediately, when they boarded us, stabbing one of the men in the back, and one of them striking at me with his sword, I jumped



overboard to avoid the blow, but they soon after took me up; and the tide having by this time set the boats alongside the junk, they ordered us to go on board her. She mounted eight carriage guns, six-pounders.

I was immediately plundered of all I had about me, and, by the information of one of them who spoke a little English, I understood that we were prisoners to the Ladrões. They questioned me very closely respecting the force of the ship; on which I informed them, that she mounted twenty guns, larger than theirs, and had one hundred and fifty men. I cautioned the Lascars, if questioned separately, to say the same; as, had the single junk attacked the *Tay*, she would infallibly have carried her; for she had no other arms than the two guns before-mentioned, and six muskets, two of which were in the boat with me; and as to ammunition, she had only eleven cartridges for the guns, and a small quantity for the muskets.

They immediately bore up and stood down the *Typha*, two other Ladrone junks having joined them. In about three hours after, we came to an anchor at *Lunpa-cow*, where there were several others.

On the 8th it blew a heavy gale, and was remarkably cold. I therefore desired the man who spoke a little English to inform the captain of the junk, that I suffered much from the cold, and would thank him to order the person who had taken my great coat to return it, which he did, and it was restored to me, stripped, however, of its buttons.

On the 9th I was sent on board the junk in which the chief of the flag resided, while the Lascars were kept on board the vessel which captured us. The chief's junk mounted 10 guns, of which two were long 18-pounders, the rest six and nine.

On the 10th, by the interpretation of a Malay, one of those taken with me in the boat, who understood a little Chinese, I learned that the Ladrões demanded 3,000 dollars for our ransom; upon which I wrote two letters for Canton, one to Messrs. Baring and Co. who were agents for the ship, the other to Captain Greig, informing them of my unfortunate situation, and of the sum demanded for our enlargement. These letters, I have every reason to believe, the fishermen to whom they were intrusted destroyed.

On the 11th a Chinese came on board, who understood English. He informed me that the Ladrões demanded 10,000 dollars for our ransom; which, if not given, they would murder us. He

offered, if I would write to Captain G. to pay him ten dollars, to carry letters to Whampoa. I accordingly wrote again to Mr. Baring, requesting his assistance.

On the 14th of December, an American was brought on board who spoke the Moorish language. He had been captured by them about seventeen months before, in a Portuguese brig, from Manilla to Macao, in which he was a passenger. He, for the present, partly relieved me from my apprehensions of being murdered, and he remained on board till the 24th, when he was sent to look at some wounded men in another junk, having before assisted in one or two cures. On the 15th we weighed and made sail, in company of about 70 sail of Ladrone vessels, and stood to the N.E. between the islands. On the 28th we anchored at a place called, by the Chinese, Wong-chong-chow, where the Ladrones attacked two places, defended by forts, neither of which they carried. I did not see the attack, as the junk of the chief of the flag seldom or never fights, but when first attacked.

January 11, 1807.—Three Ladrone junks came from Macao, sent by the man who had captured us, to bring me to him; saying that the Mandarins would pay the ransom, they having now raised it to 30,000 dollars, which I at first could scarcely give credit to. On the 13th I arrived on board the other junk, where I was more certainly informed that 30,000 dollars were insisted on. They also alleged, that it was not the English who were to pay this sum, but the Mandarins, by order of the Viceroy of Canton; and they informed me, that four men belonging to the Mandarins of Macao had been with them, inquiring how much they wanted, asking where I was, and saying that the Mandarins would pay our ransom. They were told that the above-mentioned sum was requisite, and that I was on board a junk to the eastward. These men desired I might be sent for, and promised to bring the sum required. The truth of these circumstances was confirmed to me by the Armenian. The Ladrones captain then ordered, that I should write to the Mandarins, and tell them, that if the ransom did not come in three days, he would murder us all.

Not knowing how to address them, I wrote to Mr. Drummond, informing him of the above particulars, requesting that, should what I had heard be true, he would be good enough to use his influence with the Mandarins to hasten our relief. I added, that I had no other hopes, unless the Honourable Company took pity on my unfortunate situation; and that I was continually threatened with death. Mr. Drummond could not have received this

letter, having left China before it was written, and I know not whether it fell into the hands of any other gentleman.

Amongst the captures which were made daily, there was taken on the 18th a small Mandarin boat, with four men in her, one of whom was brought aboard the junk that I was in. Their cruelty to him, as also to another whom I shall mention hereafter, made an indelible impression on my mind. He was nailed to the deck, through his feet, with large nails; then beaten with four rattans twisted together, till he vomited blood; and, after remaining for some time in that state, he was taken on shore and cut to pieces. The other, I believe, was treated in a similar manner.

On the 19th I received a letter from Captain Greig, dated 28th December, informing me that 500 dollars were offered for our ransom, and that if the Ladrones refused to deliver us up, vengeance would be taken on them. Captain G.'s letter was accompanied by one addressed to J. W. Roberts, Esq. desiring him to pay the sum, on our being brought to Macao. I informed the Ladrones of what was offered by my commander, who had sailed by this time, and that I had no money of my own; but they still continued to think that the Mandarins would release us. For my own part I much doubted it, and wrote by the bearer of the foregoing to Mr. Roberts, desiring that he would be good enough to answer my letter, and inform me of the truth of what I had heard concerning the Mandarins; requesting, should it not be true, that he would inform Mr. Drummond, that the threat which had been used against them was productive of no other effect than their threatening to murder us. Should such vengeance be attempted as this was the case, I therefore begged that no force might be sent; but that I might be left to my wretched fate, until I could either make my escape, or receive assistance from England; requesting, however, that a few clothes might be sent to me, as I suffered much from cold.

Shortly after, there came another man from the Mandarins, offering, as I was told, the sum of 5,000 dollars for our ransom, which they refused, insisting now on 25,000, besides other things.

The next day a Canton chop-boat was taken, in which were twenty two passengers, going to Macao, several of whom spoke English. With one of them, named Afoo, an intelligent man, I soon formed a friendship, which afforded me no small consolation during the rest of my captivity. Sometimes we could bewail together our hard fate, which had thrown us into the hands of cruel pirates; at others, encourage each other with hopes of obtaining our release.



The Ladrones now passed over to Wong-chong-chow to keep their new year. The Armenian begged to be sent to the junk that he was before on board of, which they complied with, as he had cured those who were either slightly wounded or had sores; for which service, he not only received no recompense, but was even worse treated than before.

On the 7th or 8th of February, at the desire of Afoo, I wrote a letter to Mr. Beale, requesting he would be good enough to lend him the sum of 200 dollars, to complete the amount demanded for his ransom; at the same time informing him of my own distressed situation, beseeching him to make it known to my countrymen, and to receive whatever they might think proper to contribute for my relief; in doing which he would lay me under infinite obligations.

After passing a few days of the new year at Wong-chong-chow, we left it to go near Macao. Nothing particular happened for some time, except that the Ladrones often wished me to write to the British gentlemen at Macao and Canton, requesting their assistance. I always informed them that I was unacquainted with any of them, never having been at China before. They threatened, if I did not get released shortly, that they would put me to a cruel death, unless I assisted them in working their guns. Of this I constantly told them I never knew any thing, as I belonged to a merchantman, and not to a ship of war. They persisted, however, in asserting that this could not be the case. Here I must not neglect to mention the kind treatment that Afoo and myself experienced from the purser of the junk in which we were. This man had been taken by the Ladrones about three years before, and not having money to ransom himself, accepted of the situation which he then held, in hopes one day or other to obtain his enlargement. He often invited us to come and sit in his cabin; and one evening, when we were all three together, talking about our unfortunate situation, we swore to each other, that the one who might first get released, should use every exertion in his power to procure the release of the others. Afoo was the fortunate man, having, by the generous assistance of Mr. Beale, completed the sum required for his freedom, which he obtained on the 22d of February, having been just a month in the hands of the Ladrones. He repeated his assurances of making every possible effort for my enlargement; and I embraced this opportunity of writing to the British gentlemen of Canton and Macao, soliciting their assistance.

About this time the Ladrone captain who had captured me left the vessel he was in, to take the command of another and smaller, which arose from the following circumstance :—on board a small vessel, two men had been laying a plan to run away ; but, being overheard, and information having been given to the captain, they were immediately flogged and put in irons. He then brought them on board the chief of the squadron (who was the captain just alluded to), desiring that they might be put to death. This the chief would not allow ; on which the captain and some of the people of the small junk got their arms, and insisted that their request should be complied with. The chief still refusing, an affray began, when the captain and his people were driven to their boat, and one or two of them were wounded. The captain was obliged to leave the Ladrones ; and the chief, on consulting their gods, respecting a successor to him, found himself called upon to give up his own vessel, and to take the command of the small one, which was done accordingly.

March 1. I received a letter from Afoo, with some clothes, which were sent by Mr. Beale ; but, before I had time to acknowledge the receipt of them, the Ladrones got under weigh and stood to the south-west, passing at a short distance two or three hundred sail of Mandarins and salt-boats coming from the westward ; and in two or three days we arrived where several other Ladrone vessels were lying. Here they hauled their vessels on shore, and cleaned their bottoms. I was on shore at this place about an hour, for the first time since I had been taken prisoner.

At this place a man was put to death, with circumstances (as I was told) of peculiar horror. Being fixed upright, his bowels were cut open, and his heart was taken out, which they afterwards soaked in spirits, and ate. The dead body I saw myself. I am well assured that this shocking treatment is frequently practised in the case of persons who, having annoyed the Ladrones in any particular manner, fall into their hands.

From this place we sailed to Tybo, where I was ordered on board the small junk which was commanded by the chief of the squadron. We sailed thence, in company with five junks, leaving several others lying there ; three days after which they joined us, and I was informed by the Lascars, that they had fallen in with some Mandarin vessels, had engaged them, and taken a small one, which they burnt, having thrown every person overboard. We now kept beating to the north-east, between the islands, and the next day again parted company.

One evening, about sunset, we saw two Chin-chew junks, to which they gave chase. The force of the Ladrone being four large and three small vessels, they attacked the first one they came up with; and after some time, finding that she was too heavy for them, they took the guns out of one of the small vessels, and converted her into a fire-ship. They laid her alongside the Chin-chow junk to windward, and set fire to the train, in doing which one of the Ladrone was much injured. She burnt very well; but as there was very little wind, and as the junk's main-sail was on the opposite side, there was nothing that could take fire except the hull. In about ten minutes they got her shoved off, which the Ladrone perceiving, gave the junk a few more shot, and stood from her.

Two days after, as we were lying between the islands, in company with three other Ladrone vessels, we saw in the forenoon several Mandarin junks making all sail towards us. We immediately got under weigh, and ran to the south-west, the Mandarin pursuing us, with a force consisting of 22 large junks. In the evening we fell in with fourteen sail, large and small, of the Ladrone, and came to an anchor at the back of an island. The next morning we got under weigh, and stood to the north-east. At about eight A.M. saw the Mandarins at anchor inshore of us. They shortly after got under weigh, and though much superior in force to the Ladrone, they never attempted to approach them. The Ladrone turned to windward three leagues off, while the Mandarins were close in shore; the former appearing neither to seek an engagement nor to avoid one. About four P.M. the Mandarins still continued outside.

Shortly after this, the purser before-mentioned having informed me that he believed 3 or 4,000 dollars would be accepted for my ransom, I wrote to Mr. Beale to that purport; having received two or three encouraging letters from him during my confinement. The next day the purser left the Ladrone, having obtained his release by a plan which had been concerted between him and Afoo.

On the 22d of April, Afoo came to the Ladrone junk in which I was, and informed me that he had been with the chief of the flag, from whom he had a pass for three months, and that he had been endeavouring to induce him to lessen the sum demanded for our ransom, which I believe was of considerable advantage. After treating some time with the chief of the squadron by whose boat I was taken, it was at length agreed that 2,500 dollars should be



given. Afoo then left us to return to Macao, having first obtained a pass to secure the above sum, while bringing it, from being taken by any other Ladrões.

April 28, in the morning, when lying at Lunpachou, news was brought that several Mandarin vessels were coming. The Ladrões immediately got under weigh, when one of the captains hailed the junk I was on board of, saying, we are equal to them in force, and surely therefore will not run. Immediately the Ladrões put about and stood towards the Mandarins. The force of the former was eight large and ten small: of the latter, ten large and five small. The Mandarins shewed no disposition to wait for them, but made all possible sail to get away, which they effected, though not by their superior sailing, for the Ladrões, when within musket shot of the rear, gave up the chase, in consequence of their observing, on rounding a point, a Portuguese frigate at anchor, two miles distant.

The Ladrões now made sail to the eastward, and arrived at Wong-chong-chow in three days. On the 9th of May, a Chinese, who had been despatched by Afoo, came to the Ladrões, telling them there was an English ship lying off Sam-cock, which had the money on board, and that if they would carry us there, and anchor in sight, the sum demanded for our ransom would be sent. We were then put into another junk, with two others to accompany her, and proceeded to Sam-cock. I was at this time informed that one of the Lascars had made his escape a few days before. On our arrival there, we saw nothing of the ship. The Chinese who had come to the Ladrões, went to Macao, thinking that the ship might have gone thither, as it was dirty weather. Next morning the Ladrões stood towards Macao, to try if they could perceive the ship; but, on observing twenty-five sail of Mandarin junks, they made sail towards Wong-chong-chow, at which place they arrived the next morning, and we were welcomed on our return, with the promise of having our heads cut off.

On the 21st a letter was brought me from Captain Ross, informing me that he had the money on board for our ransom, and wishing to know where we were to be had, or at what place we should stay. Of this I informed the Ladrone chief, who said he would send us the next morning, and allowed one of the Lascars to go with a letter to Captain Ross, telling him that one of the Ladrões would anchor in sight of him, and fire a gun; when, if he would send his boat with the money, the Ladrões would let us go. At midnight, myself and the remaining Lascars were sent

away, with five vessels in company, and the next forenoon arrived in sight of the Hon. Company's cruisers, *Discovery* and *Antelope*, when one of the Ladrone row-boats went to make the signal. Shortly after, a fishing-boat brought a letter from Captain Ross, saying he perceived the signal, and would immediately despatch the jolly-boat with the money ; of which I informed the Ladrone, desiring they would go nearer the ship. They then put us into a smaller vessel for that purpose. I observed that the *Discovery* had despatched her boat, but as she was pulling towards us, another Ladrone, that was out on a cruise, passed between the vessel I was in and the *Discovery's* boat, at which she fired two shots, and despatched a row-boat in chase of her. Upon this the *Discovery's* boat put about, and pulled towards the ship, fearing some treachery ; but, on their making a signal from the vessel I was in, the other left off chasing, and bore down to us. The fisherman who brought me the letter having overtaken the jolly-boat, he accompanied her to the Ladrone with the ransom, which, having taken out and counted, they let us go. One of their row-boats was sent part of the way with us, to prevent our being molested by any other Ladrone vessels ; and about three, P.M. of the 22d of May, I arrived on board the Hon. Company's cruiser, *Discovery*, where I was sincerely congratulated on my happy deliverance.

During my captivity of five months and a half, I was fortunate enough to enjoy tolerable health, notwithstanding the inconveniences to which I was subjected.

My fare was the same as that of the common Chinese, consisting for the most part of coarse red rice, with a little salt fish.

In vessels so crowded as the Ladrone boats generally are, the accommodations may easily be conceived to be wretched, an inconvenience which I felt severely. At night, the space allowed me to sleep in was never more than about eighteen inches wide, and four feet long ; and, if at any time I happened to extend my contracted limbs beyond their limits, I was sure to be reminded of my mistake by a blow or kick.

For the first few days after being taken I was used kindly ; but afterwards my treatment was very indifferent. Several times have I been struck and kicked by the lowest of the Ladrone, while useless expostulation was all I could oppose in my defence. Often was I threatened with cruel death, till at last their threats almost failed to intimidate me ; though I was well aware that I had nothing to hope, either from the justice or mercy of those unprincipled robbers.

I cannot describe what were my feelings during my captivity ; and it is scarcely possible for any to conceive them, but those who have been in similar unfortunate circumstances. Even when I expected daily to be ransomed, I was under the most dreadful apprehensions that some treachery, on the part of the *Ladrones*, might render useless the efforts of those who had interested themselves for my liberation, and perpetuate my confinement amongst those pirates. But I shall quit this painful recollection, to acknowledge the obligations which I lie under to those gentlemen, by whose exertions my release was happily procured, and for which I shall ever feel most grateful.

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I shall now proceed to make a few remarks, respecting the force, discipline, &c. of the *Ladrones*, so far as they came within my observation during my confinement amongst them.

*1st.—Numbers, and Force.*

The total number of vessels engaged in acts of piracy on the south coast of China, and which are known to Europeans by the name of *Ladrones*, is, as nearly as I can conjecture, between five and six hundred sail. These are of different sizes : the largest may be about 200 tons burthen, the smallest do not exceed 15 ; but the greatest part are from 70 to 150 tons. Like other Chinese vessels, their draught of water is much less than the generality of Europeans of the same burden. As they have not been built on purpose by the pirates themselves, but are vessels which from time to time have fallen into their hands, there is nothing in their construction or appearance to distinguish them from the Chinese trading vessels.

The largest carry twelve guns, from six to twelve-pounders, and some of them have even a few eighteen-pounders. The rest carry metal according to their size, besides long wall pieces, with metal locks ; pikes, with bamboo shafts, from fourteen to eighteen feet long, which they throw at a distance, like javelins ; also shorter ones, with shafts of solid wood, the iron part similar to the blade of a dirk slightly recurved, and made sharp on one or both edges : these they keep in their hands for fighting at close quarters, for which they also use short swords, scarcely exceeding eighteen inches in length. Like the guns of the Chinese forts and vessels, those of the *Ladrones* are mounted on carriages without trucks, having neither breechings nor tackles ; and being all run out right



a-beam, never pointed fore and aft, they are obliged, in making an attack, to wear the vessel, in order to bring the guns to bear on the object; a man standing behind with a match, ready to fire as soon as he has a good aim: the guns are previously elevated or depressed, according to the distance. Having in this way fired their broadside, they haul off to reload.

The number of men in each vessel is generally considerable for its size. The largest have upwards of one hundred: few, even of the smallest, have less than thirty. If we average the whole at fifty men, and reckon the number of vessels at five hundred, neither of which suppositions I think exceeds the truth, the total number of these pirates will amount to 25,000 men.

Independent of the force above-mentioned, several of the vessels have a row-boat belonging to them, mounting from six to ten wall pieces and swivels; also well armed with boarding pikes and swords; and, according to their sizes, carrying from eighteen to thirty men. These are rigged with one or two masts and sails like other Chinese boats, and pull down from fourteen to twenty oars. They are more particularly employed in going close along shore at night, plundering and destroying villages and farms, that do not pay them tribute, and carrying off such of the inhabitants as fall into their hands.

They chiefly infest the mouths of the rivers, Macao, and such places as have small trading boats. They generally leave the large vessels an hour or two before sun-set, and return about noon on the following day; though they are sometimes absent two or three days; lying at anchor during the day, so as not to be seen by those on whom they intend to make their depredations. At dusk they issue forth and plunder whatever falls in their way. Sometimes, when unsuccessful, they go on the sides or tops of the hills, and, on perceiving any boat or vessel, which they think they are able to manage, immediately give chase to it.

The Ladrões are abundantly supplied with shot from Macao and Whampoa, stolen, I suppose, by the Chinese, from the forts and shipping at those places, and brought by them for sale. I have seen so many eighteen-pound shot brought that they were refused; and which I had every reason to believe came from Whampoa. When at close quarters, they frequently use nails, the fragments of iron pots, &c. which supply the place of grape and cannister. Of powder, of Chinese manufacture, they readily procure what they want from different places.

Their numbers are kept up, and even considerably augmented,

partly by such of their captives as are unable to ransom themselves, and partly by Chinese, who come daily from different parts of the coast to join them. It will hardly be credited, how great the number is of this latter description. I have frequently seen from five to ten come at one time, and on one occasion upwards of thirty. Some of these were, doubtless, vagabonds, instigated by poverty and idleness to embrace this criminal mode of life; but many were men of decent appearance, and some of them brought money with them. The only reason I ever heard them assign for their conduct, was, that the Mandarins of their district were unjust, and that they came there to avoid their oppression. These men are at liberty, I believe, to leave the Ladrone whenever they choose; as several went away after being only a month or two with them. At one time they used to come and go in such quick succession, that the chief whom I was with refused to allow any to join him, unless they agreed to stop eight or nine months, at the end of which time they were to be at liberty to go or stay. Great numbers, however, remain for years; and it is on them that the command of the vessels devolve.

#### *2d.—Discipline and Divisions.*

The whole body of Ladrone vessels that I have seen are under the command of five chiefs, who are independent of each other; the vessels under each chief being distinguished by a particular flag at the foremast-head.

The division by which I was captured had a red triangular flag, with a white scalloped border.

A second division has a black triangular flag, with a white scalloped border.

A third division has a red square flag, without any border. A fourth is distinguished by a red triangular flag, with a plain yellow border; and a fifth by a square flag, blue and white horizontally.

The two first divisions generally cruise amongst the islands on the coast, from Tyho eastward. The three others keep more to the westward, though at times even they go to the eastward of Macao.

The division bearing the red flag, with a white border, is at present much superior in force to any of the others.

Each vessel has a captain, who directs in a general way all the operations on board, and whose authority is sufficiently respected by the crew. The management of the sails, and steerage of the

vessel, are intrusted to two or more experienced hands, whose orders on those points are attended to and executed by the others. Under them are three or four men similar to our boatswain's mates, whose business it is to keep the people on deck and at their duty.

During the time of action or chase, the captain takes a more active part, and directs all the movements. In every vessel there is a certain proportion of men of approved courage and fidelity, who have voluntarily joined the Ladrone. These fire the guns, and are the most forward in all hazardous enterprises. Should the captain fall, one of these generally takes the command. I never saw any of the crew flogged or beaten in a Ladrone boat, though I have seen them put in irons.

The captain is generally better dressed than the common Ladrone. He also fares somewhat better, and the officers or assistants mentioned above, are some of them partakers of his meals.

Each division is formed into several squadrons, commanded by an inferior chief, by whom the captains of the different vessels are generally appointed, and from whom they receive their orders. He is himself responsible for his conduct to the chief of his division. Sometimes the whole of the squadrons join their forces, and frequently only a few vessels sail in company, according to the force which they expect to meet.

### *3d.—Nature of their Depredations, and Treatment of Prisoners.*

All vessels which frequent the coasts of China are liable to be attacked by them, excepting such as, by paying a tribute to one of the Ladrone chiefs, have obtained a pass, which is respected I believe by all the other divisions. Numbers of fishing boats, and of the country merchant vessels, avail themselves of these protections.

The farms and villages upon the coast, which have no fort in their neighbourhood, are equally subject to the depredations of the Ladrone; and their inhabitants are for the most part glad to compound for their safety, by paying a tribute.

This tribute is collected from the villages every six months; from the boats annually; and the sums obtained in this way must be considerable. As a proof how far these passes are respected, it may be mentioned, that the commander of a squadron having plundered and detained a fishing boat that had a pass, the matter was represented to the chief of the division, and the commander



was obliged not only to give up the boat to its owner, but to pay him five hundred dollars for the detention and losses which he had suffered.

If a vessel which they capture happens to have made resistance, they in general murder some of the crew, and cruelly treat the rest. If she has made no resistance, but they suspect the crew of having destroyed or secreted any thing, though none are murdered, they are very severely punished. In other cases they are satisfied with the plunder and detention of the vessel and crew.

The punishment above alluded to is inflicted in the following cruel manner : the unhappy subject, having been first stript of all but his trowsers, has his hands tied together behind his back ; a rope passing from the mast head, is then made fast to his joined hands, by which he is hoisted from the deck ; and, while thus suspended, repeated stripes are inflicted on every part of his body, with a rod formed of two or three rattans twisted together. Blood frequently follows the stripes, and in some cases the miserable sufferer is left suspended by his hands for upwards of an hour.

When any of the Mandarin boats unfortunately fall into their hands, the persons belonging to them are most cruelly butchered, of which an instance has been given in the narrative.

All the prisoners whom they take, who are possessed of any funds, are expected to ransom themselves. The ransom demanded is generally as much as they suppose the person can raise, either from his own fortune, or by the assistance of his friends. I know of no instance in which, the ransom agreed upon having been brought, the person was not given up. Should those who are supposed capable of paying for their release refuse to do so, they infallibly expose themselves to the cruel treatment above-mentioned.

Those who are unable to ransom themselves are detained, and obliged to assist in working the vessels and other duties. They are never allowed to go ashore, even for water, without some of the *Ladrones* voluntarily accompanying them armed. Notwithstanding these precautions, they at times make their escape ; but, if retaken, are most severely treated, or perhaps put to death. I have understood, that at the end of four or five years, they obtain their release, if they wish it, but the habits they have acquired, or their dread of being recognised as *Ladrones*, prevent the greater part from returning to their former occupations.

With respect to the women who fall into their hands, the hand-

Some are reserved by them for wives and concubines; the chiefs and captains having frequently three or more, the others seldom more than one; and, having once made choice of a wife, they are obliged to be constant to her, no promiscuous intercourse being allowed amongst them. But the greater part of the crew are satisfied without women. A few are ransomed, and the most homely returned on shore.

Children taken are generally detained and brought up as servants, &c.

#### *4th.—Division of Plunder, &c.*

When a vessel is taken, and the owners do not ransom her, which is sometimes the case, both vessel and cargo are destroyed, if not wanted by the captors; but in general the best vessels are kept and armed as *Ladrones*. The cargo, when of use to them, is distributed amongst the ships of the squadron; and it is in this way that they are partly supplied with necessaries. Whatever money is found in their prizes, is brought to the commander of the squadron, as also the sums received for the ransom of the prisoners and goods.

Of this a trifle is given to the immediate captors; part is reserved to purchase provisions, and other supplies, according as they are wanted for the use of the squadron; and a certain proportion, though I know not what, is paid to the chief of the division.

From this source, and that of the tributes formerly mentioned, there is generally a large quantity of specie aboard the vessels of the chiefs. I have been told from fifty to one hundred thousand dollars. Out of this they supply such squadrons as may have been unsuccessful in their cruises.

The *Ladrones* find not the least difficulty in procuring supplies of provisions, and all other necessaries, on every part of the coast, for which they pay honourably. The fishermen are generally the bearer of these supplies.

If the *Ladrones* are not endowed with that desperate valour, which is the characteristic of many other pirates, they are by no means devoid of courage; as I have repeatedly seen them stand very well during an attack. I was told indeed by an Armenian, and some Portuguese, who had seen more of them than I had, that they are apt to flinch when wounded. I have heard themselves declare, that they were not afraid of an attack either from the Chinese government, or any other; and that nothing would give them greater pleasure, than to meet with the Mandarin junks, at

a distance from Macao, on nearly equal terms. As an instance how well they will defend themselves if hard pushed, I may mention that a *Ladrone* fell in with four Mandarin junks, all larger than herself, which, after an engagement of some time, she beat off, having one man killed and two wounded.

I have heard them also assert, that some time or other, when there might be no foreign ships at Whampoa, they would make an attack on Canton; and, should the Portuguese cruisers oppose their design, that they would burn them. Whether this was bravado or not, I do not pretend to say; but it is certain that they go amongst all the islands, singly, and in small bodies, without fear or molestation.

In the foregoing account, I am sensible that I may have touched on some points with which the gentlemen resident in China are much better acquainted than I can possibly be; but I thought it better to run the risk of stating some facts which may be already known, than to withhold any which are not.

J. TURNER,  
Chief Mate of the Ship Tay.

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## PLATE CCLXXII.

**T**HE annexed view of Roseau, or Charlotte Town, in the island of Dominica, is from a drawing of Mr. Pocock. Dominica was discovered by Columbus, in the year 1493, who gave it that name, from the circumstance of having first seen it on a Sunday. It is situate between Guadaloupe and Martinico; in longitude 60 deg. 23 min. west of Greenwich, latitude 15 deg. 32 min. north.—It was taken from the French, in the year 1759, and was confirmed to Great Britain, by the peace of Paris, in 1763. It was retaken by the French, in 1778, but restored to England in 1783.

The town of Roseau, the most distinguished place on the island, is situated on a spacious harbour, on the western coast, sixteen miles south from Portsmouth, the next principal town.—At the commencement of the American war, Dominica was in a particularly flourishing state; and the port of Roseau, having been declared a free port by act of Parliament, was resorted to by trading vessels from most parts of the West Indies, as well as from America. Lying between the principal French islands, its situation is remarkably favourable for trade.



On the 20th of February, 1805, the French rear-admiral, Missiessi, appeared off Roseau ; and, on the following day, he effected a landing. General Prevost, the English commander, with the small number of troops which were in the island, obstinately opposed the progress of the enemy,\* and it was not till they had landed 4,000 troops, that they could gain an inch of ground. The town of Roseau was set on fire, and compelled to capitulate ; General Prevost retiring to the strong position of St. Rupert, where he made arrangements for a vigorous defence. He was there summoned to surrender, but refused ; and, on the 27th of the month, after levying a contribution on Roseau, the enemy re-imbarked, and left the island, in the attack of which they had lost upwards of 300 officers and men. The loss of the English regulars, in killed, wounded, and prisoners, amounted to 50, exclusively of the militia, who suffered considerably.

The following year, Roseau, and the whole island, experienced a dreadful calamity, by a hurricane, which, spreading universal devastation, occasioned the death of nearly a hundred and fifty persons.†

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## NAVAL LITERATURE.

*Memoirs of JOSIAS ROGERS, Esq. late Commander of his Majesty's Ship Quebec. By the Reverend Mr. W. GILPIN. Dedicated to Sir ANDREW S. HAMOND, Bart. 1808.*

(Concluded from page 403.)

**M**R. GILPIN, in many parts of this volume, independently of its interest and merit, evidently shews, that he had not sufficiently studied the niceties of the naval character in general ; which has occasioned the insertion of some passages, that might otherwise have been omitted. These, however, are but few, and take but little from the general merit of the volume. He is also not sufficiently attentive to the frequent insertion of dates. In our former remark, we inserted the greater part of the shipwreck of Mr. Rogers, in 1776, in the armed tender, which had been sent by Captain A. S. Hamond to surprise Lewestown in America. Notwithstanding the length of our extract, it was impossible, and would

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\* *Vide* NAVAL CHRONICLE, Vol. XIII. p. 326.      † *Ibid.* Vol. XVI. p. 437.

have been unfair, to give the whole series of uncommon adventures which Mr. Rogers experienced. We left him under considerable hopes of recovering his liberty from an unexpected circumstance which had taken place. This arose from a proffer of assistance by an officer of the name of Davis, who had served under General Washington, and then lived at Alexandria, and had originally been of a worthless character. He, however, faithfully assisted them with a boat, to cross the Powtomack, on which Alexandria stands, and procured them a disguise. During their subsequent perilous adventures, Mr. Goodrich was lost in their journey through the swamps and forests. On finding, afterwards, that a price had been actually set on their heads, Davis became much alarmed, and took the first opportunity to desert them; and they had but little doubt that he would take the first opportunity to betray them, if he could turn it to any advantage. With the first hour of darkness, therefore, they slunk off, and got into a large swamp. After being three days in great jeopardy, and without food, in this retreat on a creek of the Potomack, they escaped, through the enterprise of Mr. Rogers, to one of the points at the entrance of that river, and, after many hardships, at last reached their own ship, the Roebuck, Captain Hamond, lying in the Delaware.

The following extract is taken from page 61 :—

“ In 1783 a peace was signed; but before the year expired, Captain Rogers was commissioned, and sent in the Speedy sloop into the North Seas, to check the smugglers, who had become very daring on those coasts. Yarmouth was his station; where he, and a tender that was allowed him, always lay, when he was not at sea. In this service, as in all others, he was very active; and, during the two or three years he continued on this station, he took nineteen sail of smuggling vessels; and very much broke the haunts of that lawless tribe, who had become very audacious after the peace.

“ When his ship was in port, he often went on shore and lived in a little cottage, which he bought near Yarmouth. Here he was engaged in a singular adventure. The Duke of Clarence, then Prince William, was, at that time, in those seas, as a midshipman on board the Hebe. He often met Captain Rogers, formed a great attachment to him, and used frequently to visit him in his cottage. Here he one day persuaded Captain Rogers to make a little excursion with him into the country to see a race. They had neither horses to carry them, nor servants to attend them; but hired, as the prince proposed, two hackney horses at Yarmouth, and went alone. Before they got to the race-ground, the prince's horse fell. The prince was

thrown off, and received a very violent shock. Captain Rogers saw no signs of life in him; and believed he was dead. Greatly distressed, he took the prince up in his arms, and carried him by main strength to the nearest cottage, where he laid him on such a bed as he could procure. He was blooded as soon as any assistance could be had; but it was sometime before he came perfectly to himself. As he lay upon the bed, pale and languid, his flaxen hair discomposed, and tumbled about his face, a report spread in the neighbourhood that he was a young lady going off with her lover to Scotland, which entertained the prince much when he recovered. The old woman who inhabited the cottage, on finding her mistake, and knowing the guest she had received, shewed the bed on which the prince lay to all the country, who came to see it at a penny a head: and while the novelty lasted, she turned it into a comfortable living. The prince expressed great gratitude to Captain Rogers, for the care and attention he had shewn him on this occasion, and sent him his bust as a token of his friendship.

“Trifles in so spirited a life as that of Captain Rogers, often become incidents worth recording. During his stay at Yarmouth, a circumstance happened, which shewed in a strong light, his intrepidity, promptitude, and presence of mind. He was passing in an open boat along some part of the coast, when the wind changing, the boat was driven violently towards the shore, where it was received by a raging surf. The seamen, spent with exertions to get out of it, dropt their oars in despair; and, folding their arms, sat expecting every moment to be engulfed. Captain Rogers, seeing all given up, leaped upon one of the benches, and drawing his sword, he brandished it over them, crying out, ‘*What a base thing it is to be drowned like dogs. Exert yourselves once more like men.*’ He did not threaten them in the least; but the suddenness of his manner, not giving them time to consider what he intended to do, they grasped their oars again, and backing them with all their might, pulled the boat out of danger.

“On another occasion, while he was stationed at Yarmouth, he shewed the same daring and commanding spirit. One of his men had deserted; and two of his officers running after him, seized him. But the populace, who had a feeling for smugglers, rose in a body, wounded the officers, and rescued the deserter, whom they were carrying off in triumph. Captain Rogers was dancing at an assembly, when the account of this triumph was brought him. He instantly seized his sword, and with it drawn in his hand, flew out among the populace without his hat. He injured nobody; but, merely by his commanding spirit, he awed the mob, and seized the deserter. He went immediately to the mayor’s house, whither they followed him. The mayor not caring to venture into such a tumult, Captain Rogers, in the king’s name, insisted upon his coming out, and doing his duty, in dispersing the mob, which at last was effected, and Captain Rogers carried off the deserter to his ship.”

Extract from page 151 :—

*West Indies, 1794*—“As soon as Captain Rogers had obtained leave of Admiral Caldwell to return home for the recovery of his health, one of his



first thoughts was to gratify his crew. He went out, therefore, upon the quarter-deck, and calling them together, 'My lads,' said he, 'I have the pleasant news to tell you, that the admiral has given us all leave to go home. The packet is just going to sail, and I thought you would all be glad to tell your mothers, wives, and sweethearts the happy news. But as paper is not so easy to be had here as in England, I have brought some out. Here, each of you who wishes to write, take a sheet; and bring me your letters, and I will take care of them.'

"But though his health was in a very declining condition, he thought it necessary, before he returned to England, to settle a very disagreeable affair which he had upon his hands, with regard to some prizes he had taken. It hath been mentioned,\* that before Sir John Jervis sailed from Barbadoes to the attack of Martinico, he sent out his frigates to scour those seas, and take all the vessels that were carrying provisions, or stores of any kind, to any of the French islands. Many of them were taken; and Captain Rogers, having been very successful, had captured nine himself. And when he brought them into Barbadoes, he estimated that his own share in these prizes would amount to ten thousand pounds. They were not, however, yet condemned. The legality of these captures had now been examined at St. Vincent's. Most of them were American ships; and how far justice, or how far the ascendancy of the American merchants prevailed, was uncertain: the event, however, was, that out of his nine prizes, Captain Rogers was allowed only three. So that, when he had paid all his law expenses, which amounted to upwards of three thousand pounds, he found himself very little in pocket. He bore the loss, however, with a magnanimity which was above complaint. Other people, however, thought it hard, that he should have been ordered to take these ships, which were all laden with stores, or provisions, and yet should not have been supported in his claim, or at least indemnified by government for the expenses he had incurred. He went, however, to St. Vincent's, to settle all this troublesome business, and to see what he had lost, and what he had left.

"He had scarce anchored in the bay, and was dressing himself to go on shore, when he received an express from the government of Grenada, informing him that the French had landed; that great bodies of the negroes were in rebellion, that the whole island was in confusion, and they begged his assistance as speedily as possible.

"His health—his business—every thing of private concern, immediately gave way: he instantly weighed anchor, and set sail for Grenada, where he arrived on the 6th of March, 1795, and was received by the terrified inhabitants as a guardian angel. He now heard the true situation of the island. Ever since the French had been in possession of Guadaloupe, they had been exciting insurrections in the British islands, by sending secret emissaries among the slaves, with a promise of freedom. They had too much success. In Grenada, especially, the insurrection was almost general: the insurgents had possessed themselves of the whole island, except Goyave, and St.

George's. Their principal strong hold was on a high hill in the middle of the island, which they had strengthened with cannon, and what works they could raise. They had other smaller posts in different parts; and under the cover of these several strong holds they plundered and burnt the country in the neighbourhood of each.

"As it was supposed the insurgents were endeavouring to get possession of the post at Goyave, Captain Rogers thought it was his first business to secure every thing there. This fort stands on the west side of Grenada, a few leagues to the north of St. George. He embarked, therefore, a body of the militia of the country on board the Quebec; with whom, and sixty of his own seamen, he landed at Goyave. He found he was in time to save the place; but that the insurgents had taken possession of a strong post in its neighbourhood. This post he was desirous to attack, and thought himself strong enough to carry it; but, on making the attempt, he found he could not depend upon the militia, and was obliged to retreat. He satisfied himself, therefore, with strengthening the post at Goyave; which being open to the sea, he hoped was too strong for the insurgents to surprise.

"While he was engaged in this work at Goyave, where he had not been above two or three days, he received a hasty express from the president and council at St. George's, begging him to return to them with the utmost expedition. The insurgents, it seems, having been disappointed at Goyave, bent their force now upon St. George's, and sent the president a threatening message; that if he did not give up the fort in three days, they would put the whole town to the sword. Captain Rogers, therefore, immediately sailed back to St. George's, and infused new spirit into the president and council, who were so impressed with his decisive judgment, and spirited conduct, that every thing was committed to him. No step was taken without his direction.

"Having desired them to lay an immediate embargo on all the shipping of the island, his first concern was to examine Hospital-Hill, and put it in a state of defence. Hospital-Hill is a lofty eminence, which hangs over St. George's: there had been something of a fort there before, but it was a very poor one; and Captain Rogers thought the place very assailable. He wished, therefore, immediately to strengthen it as much as possible. If the insurgents could get possession of it, they would have a full command of the town, which they might destroy at pleasure; and it would be a very difficult matter to disperse them. He immediately, therefore, set about throwing up some works, and defending it with cannon; which he found it difficult to procure in sufficient quantity for the several objects he had in view, as the insurgents had carried off all they could lay their hands on. His own ship he durst not dismantle, as there were several French frigates in those seas.

"It happened, that he had some cannon of his own. On the surrender of Martinico, Sir Charles Grey, who had always shewn him a particular friendship, had presented him, as a testimony of it, with four elegant pieces of brass cannon, which had been taken from the enemy. They were field pieces; and two of them being very light, were carried, with little trouble,

wherever he chose to march. These cannon, with some others, he sent to Hospital-Hill, which he soon put into a posture of defence. As it had a commanding situation, it overlooked all the environs of the town, and kept it free from the incursions of the enemy. At night, however, it often exhibited a dreadful spectacle; when the Indians in wild fury ran about the country, in different bodies, brandishing their torches, destroying one plantation after another; and lighting the whole country in a blaze. Ten or twelve fires have been sometimes counted from Hospital-Hill at once. The town of St. George, however, was kept perfectly free from insult. If a body of the enemy ever appeared marching towards it in any direction, a party was sent out to intercept, or drive them back.

“When the defence of Goyave and St. George was provided for, Captain Rogers began by degrees to straiten the enemy in other parts, by attacking their posts. Once, in an expedition of this kind, he got into a little difficulty.

“A body of the enemy having taken possession of an advantageous post, he marched with a party to dislodge them. About half way he halted his men, under the shelter of a lofty rock, to take refreshment. As they were eating their meal, a few skulking fellows crept subtly to the top of the rock, and fired down perpendicularly upon them. Two of them were slightly wounded; but Captain Rogers, having one of his small field pieces with him, raised it on a little eminence, and soon sent off the enemy, with a discharge of grape shot. He then pursued his design, and secured the post he went in quest of. The balls, which had been fired from the eminence, had been fired so perpendicularly, and struck so hard a surface of the rock that they were flattened like cakes. \* \* \* \* \*

Captain Rogers had now been about two months in the island; in which time he had given the insurgents so many checks, and had opposed all their attempts in so judicious and spirited a manner, that they were every where afraid of him, and began to despair of their cause; while the spirits of the islanders were raised in proportion, on the hopes they now conceived of seeing an end of these cruel devastations.

“I have dwelt longer on the affairs of Grenada, not because Captain Rogers’s actions were more gallant there than elsewhere; but because this was the only scene in which his genius had full scope. In none of the other great actions in which he was engaged, had he the entire command. But here the whole was entrusted to him; and was, throughout, carried on with that decisive judgment, that gallantry, that mind unsubdued with difficulties, and disinterestedness on his own account, and care for the public, which shewed him equal to any command that could be committed to him; and left his country to lament the death of an officer, which soon followed, who was so well fitted to defend her cause in the hour of danger.”

To the volume is prefixed a beautiful engraving of the monument that was erected to Captain Rogers, by a vote of the Assembly of Grenada. He died, aged 40, on the 24th of April, 1795, of the



yellow fever, in the harbour of St. George, caught by his exertions in defence of the colony. Another monument, by Bacon, was also raised to his memory in Lymington church, by his widow. In the preceding year, 1794, the brother and nephew of Captain Rogers, both officers in his ship, had also died of the yellow fever.

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## PLATE CCLXXIII.

### FRONTISPIECE TO THE VOLUME.

**T**HIS Frontispiece is a representation of the monument, which was erected in Westminster Abbey, about half a century ago, to the memory of Sir Peter Warren, K.B. rear-admiral of the red squadron.—The monument, which is from the chisel of the celebrated Roubiliac, was erected by Susannah, the widow of the admiral. It is described in our biographical memoir of Sir Peter Warren; where also will be found a copy of the inscription.\*

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## NAVAL HISTORY OF THE PRESENT YEAR, 1808.

(*November—December.*)

### RETROSPECTIVE AND MISCELLANEOUS.

**W**HATEVER reverses or success it may please the Almighty disposer of all events should attend the arms of the Spanish patriots, there is no Englishman but must feel happy that the following sentiments, amidst the utter degradation of all the presses of the Continent, are publicly announced in the Madrid Gazette:—"The great interest taken by the English nation in the just and common cause of exterminating the iniquitous tyrant of Europe, Buonaparte, a name ever to be held in abhorrence and execration, is superior to all praise. Portugal and Spain, in particular, ought to be very grateful for the generosity of that noble people, who breathe only sentiments truly Spanish. It would seem as if their whole glory centred in uniting with us in the strictest and most sacred bonds of pure and perfect alliance and friendship."

The French have already begun what they so pompously style, the bulletins of the army of Spain; which no man of any feeling, or possessing the least regard for truth, will be able to read without indignation; and we devoutly trust it will have that effect on the generous and noble Spaniards. The gallant Marquis Romana is in these bulletins publicly declared a traitor: an appellation which that great warrior well knows how to avenge.

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\* *Vide* NAVAL CHRONICLE, Vol. XII. page 274.

**Letters on Service,**  
*Copied verbatim from the LONDON GAZETTE*

ADMIRALTY-OFFICE, NOVEMBER 29, 1808.

*Copy of a Letter from Captain Mends, of his Majesty's ship Arethusa, to the Hon. W. W. Pole, dated at Sea, November 26, 1808.*

SIR,

**I** HAVE the honour of informing you, that this morning, to the N.E. of Alderney about eight or nine leagues, I gave chase to a lugger, which we saw steering for the coast of France, and, after a beautiful run of four hours, had the good fortune of bringing her to. She proved to be the General Ernouf French privateer, belonging to Calais, but had sailed from Cherbourg eight days before, without having made any capture; mounts sixteen guns, and had fifty-eight men on board, commanded by a Jacques Antoine de Boulogne, a man who has cruised for fifteen years successfully against our trade, without having been taken before. From the very superior sailing of the General Ernouf, it is fortunate, sir, that she was met by the Arethusa; and should a fine vessel of this description be wanted for his majesty's service, I would beg leave to recommend her, as being suitable in every respect. I have the honour to be, &c.

R. MENDS.

DECEMBER 10.

*Copy of a Letter from the Hon. Rear-admiral Sir Alexander Cochrane, K.B. Commander-in-chief of his Majesty's Ships and Vessels at the Leeward Islands, to the Hon. W. W. Pole, dated on board the Belleisle, at Sea, October 9, 1808.*

SIR,

I have the honour to enclose, for the information of the Lords Commissioners of the Admiralty, the copy of a letter from Captain Watt, of his majesty's sloop Julia, acquainting me with the capture of a row-boat privateer.

Lieutenant Carr, commanding the Attentive gun-brig, has captured another; and Lieutenant Dowers, commanding the Express, a third vessel of this description, having one long gun, and thirty-five men.

I have the honour to be, &c.

ALEX. COCHRANE.

*His Majesty's Sloop Julia, between Mariegalante and Point à Petre, August 30, 1808.*

SIR,

I have the pleasure to inform you, that his majesty's sloop under my command, this morning, captured the French lugger boat privateer le Petit Decide, with twenty-two men, and small arms, belonging to Martinique, but lost from Guadaloupe, with a howitzer, ammunition, &c. for the French troops now in Mariegalante.

I have the honour to be, &c.

JOHN E. WATT.

*The Hon. Sir A. Cochrane, K.B. Rear-admiral  
of the Red, &c.*

DOWNING-STREET, DEC. 13.

A despatch, of which the following is a copy, has been received by Viscount Castlereagh, one of his majesty's principal secretaries of state, from Lieutenant-general Sir John Stuart, commanding his majesty's forces in Sicily.

MY LORD,

*Messina, Sept. 20, 1808.*

Having been apprised that a large convoy of the enemy, consisting of a number of coasting vessels, said to be charged with contributions in kind from the two provinces of Calabria to the Neapolitan government, were assembled at Diamante, near the gulf of Policastro, under the protection of four gun-boats and heavy batteries on the shore, I detached Lieutenant-colonel Bryce, of the royal engineers, with the troops mentioned in the margin,\* to co-operate with the commanders of his majesty's sloops Halcyon and Weazel, and with a small naval equipment of his Sicilian Majesty, in the *En. deavour*, to take or destroy them.

Inclosed I have the honour to transmit to your lordship the report of the above-named judicious officer, stating the entire success of the enterprise entrusted to his conduct.

I have the honour to be, &amp;c.

J. STUART.

*Right Hon. Viscount Castlereagh.*

SIR,

*Off Diamante, Sept. 8, 1808.*

I do myself the honour to acquaint you, that the detachment you were pleased to put under my orders, has successfully executed the service in view, by capturing, in conjunction with Captain Pearce of the royal navy, a flotilla of thirty-eight sail of the enemy's vessels, of which four are large gun-boats, under the town of Diamante, where they had been blockaded with much perseverance by Captain Prescott, of his majesty's brig the *Weazle*.

We were baffled by calms during five days on the passage from Milazzo, on three of which we must have been distinctly seen from the enemy's coast. And on examining the position taken here, I found it very respectable, as the town of Diamante, which covered the vessels, ranged on the right and left of it, stands on a peninsula nearly inaccessible on three sides, the fourth is protected by difficult inclosures, and there is, besides, a building of considerable strength commanding the whole.

Under these discouraging circumstances, augmented by the non-arrival of the Sicilian gun-boats, and the absence of two of the transports, it required the fullest confidence in the conduct of Major Hammill, and the troops intended to be landed, to induce me to hazard an attempt on the town, without the possession of which I saw nothing effectual could be done. After the strong building above-mentioned had been successfully canonaded for several hours, by Captains Pearce and Prescott of the royal navy, and the Chevalier de Balsamo, commanding a galliot of his Sicilian majesty, who were indefatigable in their exertions, two hundred and fifty men of the regiment of Malta, under Major Hammill, and one hundred of the 58th regiment, under Captain O'Brien, were landed at day-break this morning, about half a mile to the northward of the town, accompanied by a howitzer and two three pounders,

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\* The regiment of Malta, commanded by Major Hammill; 150 rank and file of the 58th regiment, under Captain O'Brien; a Detachment of 50 men of the German legion; a detachment of artillery, with two six-pounders and one howitzer, under Captain Campbell.



commanded by Captain Campbell of the royal artillery. The enemy, who consisted of about four hundred men of the Civic-guard, with a proportion of French troops, were gradually forced back through the Underwood upon the town, which, however, they did not attempt to defend, but took to the mountains; and we were enabled to turn their batteries, of four heavy guns, on the beach to the southward of the town, without sustaining any loss, when the whole of their vessels fell into our hands. I beg leave to express great satisfaction with the judicious conduct of Major Hammill: and thanks are due to Captain Campbell, commanding the artillery, Captain O'Brien, commanding the 58th, and Lieutenant Lawson, of the engineers, who did me the favour to attend me on shore.

I have the honour to be, &c.

ALEX. BRYCE,

Lieutenant-colonel, Royal-engineers.

*Lieutenant-general Sir John Stuart, K.B.*  
Commander of the Forces.

*Return of Ordnance taken and destroyed at Diamante Bay, by a Detachment of His Majesty's Forces, under the Command of Lieutenant-colonel Bryce, Sept. 8, 1808.*

2 six-inch brass howitzers, French, mounted on travelling carriages: 10 twenty-four pounder carronades, English: 2 heavy twenty-pounders, Neapolitan; destroyed: 1 long twelve-pounder, Neapolitan; ditto: 3 short four-pounders, Neapolitan; ditto: 2 swivel. Total—20 taken and destroyed.

60 round shot, twenty-four pounders: 30 grape shot, ditto: 60 round shot, twelve-pounders: 20 grape-shot, ditto. Total of shot—170.

10 cwt. of gunpowder: 1 French flag.

DUGALL CAMPBELL.

Captain, commanding Royal Artillery:

A howitzer and four brass field-pieces, dismantled, are stated to have been found after the above return.

ADMIRALTY-OFFICE, DEC. 17.

*Extract of a Letter from Rear-admiral Sir Edward Pellew, Bart. Commander-in-chief of His Majesty's Ships and Vessels in the East Indies, to the Hon. W. W. Pole, dated on board His Majesty's Ship Culloden, off Point de Galh, June 10, 1808.*

You will be pleased to acquaint the board that his majesty's ship Culloden, on her passage from Bombay to Madras, this morning fell in with and captured l'Union, French privateer, of eight guns and eighty men.

DECEMBER 17.

*Copy of a Letter from Rear-admiral Sir Edward Pellew, Bart. Commander-in-Chief of his Majesty's Ships and Vessels in the East Indies, to the Hon. W. W. Pole, dated on board his Majesty's Ship Culloden, in Bombay Harbour, the 7th of April, 1808.*

SIR,

I request you will submit to the Right Hon. the Lords Commissioners of the Admiralty, the enclosed letter from Lieutenant William Dawson, acting in the command of his majesty's ship St. Fiorenzo, stating the particulars of the capture of la Piedmontaise French frigate, mounting 50 guns, on the 8th ult. in the gulph of Mamar.

In making this communication to their lordships I am desirous of ex-

pressing those mingled sentiments of admiration and concern which I experience in the loss of Captain George Nicholas Hardinge, who fell in the moment of victory, after having exerted, during three successive days, the most remarkable zeal, gallantry, and judgment in the conduct of this very brilliant action. His majesty's service has been thus deprived of a most excellent and distinguished officer; of whom the highest expectations have been justly formed, from a knowledge of his many great and excellent qualities.

The merits of Lieut. Wm. Dawson, upon whom the command devolved after the death of Captain Hardinge, is already well known to the board by his gallant behaviour on a former occasion, when he was severely wounded at the capture of the *Psyche* frigate by the *St. Fiorenzo*, in which nearly the whole of her present officers and crew had the honour to share.

The manner in which he continued the action, which had been so nearly concluded by his lamented captain, and finally conducted it to a successful issue, will, doubtless, secure to him the high approbation and recompense of their lordships.

The undaunted bravery, the animated and persevering exertions of every officer, seaman, and marine on board the *St. Fiorenzo*, have been truly worthy of the beloved country in whose cause they have been so nobly engaged; the public gratitude will be commensurate with their eminent services.

I learn that the *St. Fiorenzo* had arrived with her prize in safety at Colombo, from whence she may shortly be expected at this port.

I have the honour to be, &c.

EDWARD PELLEW.

*His Majesty's Ship St. Fiorenzo, at Sea,  
9th March, 1808.*

SIR,

It is with great regret I have to inform you of the death of Capt. Hardinge, late of His majesty's ship *St. Fiorenzo*, who fell gloriously in the early part of an action on the 8th instant, between his majesty's ship *St. Fiorenzo*, and the French national frigate *la Piedmontaise*.

The *St. Fiorenzo* sailed from Point de Galle on Friday the 4th inst. at half past eleven A.M. On the 6th, at seven A.M. passed three Indiamen, and shortly after, saw a frigate bearing N.E. We immediately hauled our wind in chase, and made all sail, being at that time in lat. 7 deg. 32 min. long. 77 deg. 58 min. We made the private signal, which was not answered; and at five shewed our colours, which the enemy took no notice of. At forty minutes past eleven P.M. we ranged along side of him on the larboard tack, and received his broadside. After engaging till fifty minutes past eleven P.M. within a cable's length, the enemy made sail a-head, out of the range of our shot; we ceased firing, and made all sail after him; continuing to come up with him till daylight, when finding he could not avoid an action, he wore, as did we also. At twenty-five minutes past six recommenced the action, at the distance of half a mile, gradually closing with him to a quarter of a mile. The fire was constant and well-directed on both sides, though that of the enemy slackened towards the latter part of the action. At a quarter past eight P.M. the enemy made all sail away; our main-topsail-yard being shot through, the main-royal-mast, and both main-topmast-stays, the mainspring-stay, and most of the standing and running rigging, and all our sails shot to pieces, and most of our cartridges fired away (as our guns were directed at his hull he was not much disabled about his rigging), we ceased firing, and employed all hands in repairing the damages sustained, and fitting the ship again for action. From the great injury our masts, yards, and sails had received, I am sorry to observe, that it was not in our power to chase to renew the action immediately; we,

however, succeeded in keeping sight of him during the night; and at nine A.M. on the 8th. the ship being perfectly prepared for action, we bore down upon the enemy under all sail; he did not endeavour to avoid us till we hauled athwart his stern, for the purpose of gaining the weather gage, and bringing him to close fight, when he hauled up also, and made all sail; but perceiving that we came fast up with him, and that an action was inevitable, he tacked, and at three we passed each other on opposite tacks, and recommenced action within a quarter of a cable's length. With grief I have to observe that our brave captain was killed by a grape-shot the second broadside. When the enemy was abaft our beam he wore, and, after an hour and twenty minutes close action, struck their colours, and waved their hats for a boat to be sent them. She proved to be la Piedmontaise, commanded by Mons. Epron, Capitaine de Vaisseaux; she mounts 50 guns, long 18-pounders on her main-deck, and 36-pounder carronades on her quarter-deck. She had 366 Frenchmen on board, and nearly 200 Lascars, who worked their sails. She sailed from the isle of France on the 30th December. In the action she had 43 killed and 112 wounded. The St. Fiorenzo has 13 killed and 25 wounded; and most of the latter are in a most promising way. A list of them I have the honour to inclose for your information. The enemy was cut to pieces in his masts, bowsprit, and rigging; and they all went by the board during the night.

It is now a pleasing part of my duty to recommend to your particular notice the cool, steady, and gallant conduct of Lieutenants Edward Davies and Henry George Moysey; the latter, I am sorry to add, was severely wounded about ten minutes before the enemy struck. I also experienced very great assistance from Mr. Donovan, the master, by the judicious and seaman-like manner in which he laid us close alongside the enemy. To Lieutenant Samuel Ashmore, of the royal marines, I am much indebted, for the cool and determined courage evinced by him through the whole action. Indeed every officer, petty officer, seaman, and marine in the ship behaved in the most brave and gallant manner, and nobly maintained the pre-eminence of the British flag. In the first boat from the prize came Mr. W. F. Black, assistant-surgeon of his majesty's 86th regiment, captured by the Piedmontaise on his passage to Madras, who rendered the surgeon great assistance.

I am also much indebted to the officers of the army, and the captains and officers of the country ships, who were prisoners on board the enemy, for the great assistance they afforded us with their Lascars in erecting jury masts, and working the ship into port, as from our weak state, and the great number of prisoners on board us, we could spare but few hands from our own ship to send on board the prize.

I have the honour to be, &c.

WILLIAM DAWSON.

*To Sir Edward Pellew, Bart. Rear-Admiral  
of the Red, and Commander in Chief of  
his Majesty's Ships and Vessels in the East  
Indies.*

*List of Officers, Seamen, and Marines killed and wounded on board his  
Majesty's Ship St. Fiorenzo, in Action with la Piedmontaise French  
National Frigate, on the 6th, 7th, and 8th of Murch, 1808.*

*Wounded on the 6th.*

William Pitt, seaman, slightly; John Treacy, supernumerary seaman, ditto; William Miller, seaman, ditto.



*Killed on the 7th.*

Thomas Martin, seaman; Charles Smallwood, ditto; Robert Currell, ditto; John Middleton, ditto; William Mead, supernumerary seaman; William Martin, marine; John Luff, ditto; Joseph Litchfield, ditto.

*Wounded on the 7th.*

John Meadows, seaman, dangerously, since dead; William Baldwin, seaman, lost a leg, since dead; George Byng, seaman, severely; John Finch, seaman, ditto; Francis Jackman, seaman, ditto; Walter Boze, seaman, ditto; William Long, seaman, ditto; John Acton, seaman, lost two arms; Philip Ulrick, seaman, severely; William Wakefield, seaman, lost an arm; Richard Lock, seaman, slightly; William John Brown, quarter-master, ditto; John Ellier, seaman, ditto; Benjamin Pool, marine, ditto.

*Killed on the 8th.*

George Nicholas Hardinge, Esq. captain; John Beer, seaman; John Burn, ditto; Evan Jones, marine.

*Wounded on the 8th.*

Henry George Moysey, lieutenant, severely; Thomas Gadsby, carpenter's mate, ditto; Thomas Clerk, seaman, dangerously; John M'Ewen, corporal of marines, ditto; Charles Richards, marine, lost an arm; Wm. Pope, marine, dangerously, since dead; Henry Thorn, boatswain's mate, slightly; William Davis, seaman, ditto; George Anger, seaman, ditto.

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## STATE PAPER.

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### DECLARATION.

**T**HE overtures made to his majesty by the governments of Russia and of France have not led to negotiation: and the intercourse to which those overtures gave rise being terminated, his majesty thinks it right thus promptly and publicly to make known its termination.

The continued appearance of a negotiation, when peace has been found to be utterly unattainable, could be advantageous only to the enemy.

It might enable France to sow distrust and jealousy in the councils of those who are combined to resist her oppressions: and if, among the nations which groan under the tyranny of French alliance, or among those which maintain against France a doubtful and precarious independence, there should be any which even now are balancing between the certain ruin of a prolonged inactivity, and the contingent dangers of an effort to save themselves from that ruin; to nations so situated the delusive prospect of a peace between Great Britain and France could not fail to be peculiarly injurious. Their preparations might be relaxed by the vain hope of returning tranquillity; or their purpose shaken by the apprehension of being left to contend alone.

That such was, in fact, the main object of France in the proposals transmitted to his majesty from Erfurth, his majesty entertained a strong persuasion.

But at a moment when results so awful from their importance, and so tremendous from their uncertainty, might be depending upon the decision

of peace or war, the king felt it due to himself to ascertain, beyond the possibility of doubt, the views and intentions of his enemies.

It was difficult for his majesty to believe, that the Emperor of Russia had devoted himself so blindly and fatally to the violence and ambition of the power with which his Imperial majesty had unfortunately become allied, as to be prepared openly to abet the usurpation of the Spanish monarchy; and to acknowledge and maintain the right, assumed by France, to depose and imprison friendly sovereigns, and forcibly to transfer to herself the allegiance of independent nations.

When, therefore, it was proposed to his majesty to enter into negotiation for a general peace, in concert with his majesty's allies, and to treat either on the basis of the *Uti possidetis* (heretofore the subject of so much controversy), or on any other basis consistent with justice, honour, and equality, his majesty determined to meet this seeming fairness and moderation, with fairness and moderation, on his majesty's part real and sincere.

The king professed his readiness to enter into such negotiation, in concurrence with his allies; and undertook forthwith to communicate to them the proposals which his majesty had received. But as his majesty was not connected with Spain by a formal treaty of alliance, his majesty thought it necessary to declare, that the engagements which he had contracted, in the face of the world, with that nation, were considered by his majesty as no less sacred, and no less binding upon his majesty than the most solemn treaties; and to express his majesty's just confidence that the government of Spain, acting in the name of his Catholic majesty Ferdinand VII. was understood to be a party to the negotiation.

The reply returned by France to this proposition of his majesty, casts off at once the thin disguise which had been assumed for a momentary purpose; and displays, with less than ordinary reserve, the arrogance and injustice of that government. The universal Spanish nation is described by the degrading appellation of "the Spanish insurgents;" and the demand for the admission of the government of Spain as a party to any negotiation, is rejected as inadmissible and insulting.

With astonishment as well as with grief his majesty has received from the Emperor of Russia a reply, similar in effect, although less indecorous in tone and manner. The Emperor of Russia also stigmatises as "insurrection" the glorious efforts of the Spanish people in behalf of their legitimate sovereign, and in defence of the independence of their country; thus giving the sanction of his Imperial majesty's authority to an usurpation which has no parallel in the history of the world.

The king would readily have embraced an opportunity of negotiation which might have afforded any hope or prospect of a peace compatible with justice and with honour. His majesty deeply laments an issue, by which the sufferings of Europe are aggravated and prolonged. But neither the honour of his majesty, nor the generosity of the British nation, would admit of his majesty's consenting to commence a negotiation, by the abandonment of a brave and loyal people, who are contending for the preservation of all that is dear to man; and whose exertion in a cause so unquestionably just, his majesty has solemnly pledged himself to sustain.

Westminster, December 15, 1808.

Amongst the disasters which have been occasioned by the late storms, it is with deep regret that we announce the loss of his majesty's ship *Jupiter*, of 50 guns, and of the *Crescent* frigate, Captain Temple, of 36 guns. The *Jupiter* was wrecked as she was going into Vigo, but we are unacquainted with the particulars. The *Crescent* was lost in a gale, on the 4th of December, on the coast of Jutland. She had left Yarmouth about a fortnight before, with a large supply of cloathing on board, for the crews of the ships of war in the Baltic. Captain Temple, the officers, and all the crew, excepting about 40, out of 280, perished.

At the end of November, a vessel arrived in fifty-two days from the River Plate. She brought an account that the British have been allowed a free commercial intercourse with Buenos Ayres. On an application having, in the first instance, been made to Liniers, on the subject, he is stated to have answered in ambiguous terms; but he was afterwards removed, and his successor fully complied with the request.

The *Parthian*, which arrived at the end of November with despatches from Admiral Lord Collingwood, had a fortunate escape from three French brigs and a corvette, in the bay of Biscay. On the 5th Nov. in lat. 48. N. long. 11. W. at four P. M. saw four strange sail N. E. at six came up with them, supposing them to be English. The *Parthian*, being in the middle of the four, fired a musket to bring to one of the brigs, which was immediately returned, when three boats were perceived close alongside intending to board, calling out, "strike your colours, we are all Frenchmen." The *Parthian* immediately made sail. Two brigs on her lee-beam, of 18 guns each, and a corvette of 20 guns on her weather quarter, opened their broadsides, accompanied with volleys of musketry, on the *Parthian*, who returned their fire for about a quarter of an hour, and by her superior sailing made her escape, and arrived safe with her despatches. The fourth sail appeared to be an English capture.

#### FROM THE AMERICAN PAPERS.

*New York, Oct. 6.*

**Tribute.**—It will be recollected, that a few days since a brig, belonging to a democrat, arrived at Baltimore from Rotterdam, with six pipes of gin on board. It will also be recollected that she was detained in the British Channel, and had a duty of eight-pence a gallon imposed upon the gin by the British government. A little inquiry into the circumstances of the case may here be necessary. When the *Sophia*, the vessel in question, sailed from Rotterdam, the blockading decrees of the British government were fully known. The master and merchant, who transacted the business of the voyage, knew they were only permitted to come out in ballast, and if they took in any gin, it would render them liable to capture or detention in the British Channel. But unwilling to lose the opportunity of a trifling speculation, they shipped on board six pipes, which subjected them to the penalty of the British laws. Let it be remembered, the *Sophia* is owned by a democrat, and that vessels owned by Federalists have arrived from the same place in ballast. Immediately on the arrival of the vessel in America, and on the eve of an important election, an electioneering handle was made of the circumstance, and the hue and cry of Tribute resounded far and near. The trick, in conjunction with others of the most base and profligate nature, has succeeded in the city of Baltimore, to the elevation of a crew of Jacobins, whose aim is to palsy the energies of the country, dry up our resources, batter down the constitution, and finally destroy the liberties of the people, by introducing French systems, French politicks, and French rulers. Now that they have succeeded in Baltimore, they have determined to put a tail to their kite, by burning the six unfortunate pipes of gin on Gallows Hill!



Gallows Hill is the place selected by the democrats of Baltimore for burning six pipes of gin, taxed by the British government for a violation of their blockading decrees; and Gallows Hill was the very place selected by a distinguished democrat of New York, to burn the constitution of his country.

### Naval Court Martial.

TRIAL OF JAMES SMITH FOR THE MURDER OF CAPT. BALDERSTON.

**M**ONDAY, Dec. 19, pursuant to signal for that purpose, a court-martial assembled on board the *Salvador del Mundo*, in Hamoaze, at eight o'clock in the morning, for the trial of James Smith, for the murder of Captain Balderston, consisting of the following members:

Rear-admiral Sutton, President.

The Hon. Rear-admiral Stopford: Captains Scott, Rodd, Seymour, Broke, Briggs, Upton, Sir W. Bolton, Quilliam Symth.—George Eastlake, esq. Judge Advocate.

At nine o'clock, the court being opened, the prisoner was brought in, handcuffed, in the custody of the provost-martial, and the audience admitted.

The Admiralty order was then read, directing the president to assemble a court-martial, to try James Smith, one of the crew, late master's-mate of the *Parthian*, "For having shot John Bussett Balderston, esq. late commander of his majesty's ship *Parthian*, and thereby occasioning his death."

The members of the court being then sworn, the prosecutor, Lieutenant Steventon's narrative was read, and the following witnesses examined: the prosecutor, Lieutenant Steventon, S. L. Hammick, esq. first surgeon of the royal hospital, Mr. W. Coombes. Midshipman, Mr. Snape, Purser, Mr. Galbraith, surgeon, and second Lieutenant Schultz. Of the several examinations, which differed but little from each other, the substance was as follows:

Mr. Snape examined.—Prosecutor. Do you know the prisoner? A. I do.—Prosecutor. Are you acquainted with the charge against the prisoner? A. I am.—Prosecutor. Relate to the court all you know relative to the charge against the prisoner, and at the time, to the best of your recollection, the part of the ship you were in. A. On Monday, the 12th instant, about one o'clock, I was walking on the starboard side of the quarter-deck, when I heard Captain B. inquire for the prisoner, requesting to know why he was not on deck, and desiring he might be immediately sent for. In the course of two or three minutes the prisoner came up, saying, "Did you send for me, Sir?" Captain B. replied, "why was you not on deck at a time like this, when the ship was getting under weigh?" The prisoner replied, "I was never told;" when Capt. Balderston replied, "that was no excuse, and for his general bad conduct since he had been in the ship, he would disrate him, as neglect of duty was a thing he never forgive in any officer;" at the same time saying to me, who was on the other side of the quarter-deck, "Mr. Snape, disrate him." The prisoner then said in a most contemptuous manner (crossing his hands over his body) "Very well, Sir, you may do so if you please." I went below, and ordered the clerk to disrate him, at the captain's request. In the course of between ten and fifteen minutes I went on deck, and reported that I had desired the clerk to disrate him. I did not see the prisoner at that time. About half, or three quarters of an hour after, I was standing on the poop; Captain B. was standing with his back towards me on the larboard gang ladder; looking at the sails; I at the time was looking forward, when I observed the prisoner turn round the

captain, and when at the distance of five or six feet from Captain B. I observed him present a pistol at the back of Captain B. I rushed from the poop with intent to seize him, but before I reached him he had discharged the contents in the back of Captain B. I then flew to the assistance of my Captain, who turning round, with one hand hold of the stanchion, exclaimed, "I am shot, who has shot me?" and fell in my arms. Many flew to his assistance. I rushed from him, in the agitation of my mind, to have put an end to the prisoner, when Mr. Stevenson, the first lieutenant, requested that I would not do any thing to the prisoner, as he was then secured. I then assisted in conveying Captain B. to his cabin; and continued with him for about 15 minutes, when I thought, from his speaking so sensibly, there might yet be hopes, and the first lieutenant immediately gave me a boat to go to Dr. Beattie, his friend. I found Dr. Beattie at home, who immediately went off; but, unfortunately, Captain B. had expired five minutes before we reached the ship.

Prosecutor. Do you, upon your oath, declare it was the prisoner whom you saw present the pistol at the back of Captain B. and discharge it? A. I do.

The prosecutor then asked Mr. Snape if Captain B. was ever made acquainted with the person who killed him.

A. He was: when the Captain was lying on the sofa, he looked round, and asked who had shot him: saying, "was it a great gun?" The second lieutenant, Mr. Schultz, told him it was the prisoner; on which he replied, "I know, I know;" and looking round, said, "If I have injured any of you, God forgive me." I requested to hear if he had any thing particularly to say, when he replied, "I have two sisters; tell them I am very sorry for the trouble I have given them."

Mr. Galbraith, surgeon, was then examined. He said, "the balls or slugs entered the lower part of Captain B's back, a little to the right side, and passed out at the belly, a little below the navel. Near the last wound, under the integuments, I could feel two hard substances, which I supposed to be slugs. I then reported to the lieutenant that the Captain was mortally wounded. He was carried below to his own cabin, where I staid by him until he expired, about an hour and a half."

Mr. Hammick produced three slugs, which he found in the body of the deceased after he was brought on shore.

Mr. Coombes, midshipman, stated, that after the prisoner came below, he saw him sitting, leaning on his elbow: he spoke to himself, and said, "What am I broke for? I will be revenged;" and knocked his hand on the table. He took the pistol from the side of him, close to the bulk-head, and ran up the ladder.

The evidence for the prosecution being closed, the president asked the prisoner what he had to say? Prisoner. I have no witnesses, and I do not see what use it will be for me to make any defence; I leave it to the court to judge as they think proper.—On this the court was cleared, and after having deliberately weighed the evidence in support of the charge, was of opinion that it was fully proved; and adjudged him to be hanged by the neck until he was dead, at the yard-arm of one of his majesty's ships. and at such time as the Right Hon. the Lords Commissioners of the Admiralty shall please to direct.

The doors being opened, and the audience re-admitted, the sentence was pronounced accordingly; after which, Rear-admiral Sutton addressed the prisoner as follows:

"After the solemn and awful sentence just pronounced upon you, for the

foul murder of your captain, manifesting, by the nature of the act, a mind of the most depraved assassin, you cannot expect mercy, even from the unremitting humanity of a benevolent sovereign; therefore, for the remaining period of your existence in this life, lose not an instant in preparing yourself, by every possible means, for the awful tribunal before which you must soon appear.



At a court martial assembled and held on board his majesty's ship *Princess of Orange*, in the Downs, 21st day of November, 1808; present Sir Joseph Sydney Yorke, Knt. captain of his majesty's ship *Christian the Seventh*, and third officer in the command of his majesty's ships and vessels in the Downs.

The court, pursuant to an order from the Lords Commissioners of the Admiralty, dated the 10th November, 1808, to Sir Joseph Sydney Yorke, proceeded to inquire into the conduct of Robert Cathcart, Esq. commander of his majesty's sloop *Seagull*, and such of the officers and company of the said sloop as were on board her at the time she was captured by a Danish brig and a squadron of gun-boats, on the 19th of June last. The court, after having weighed and duly considered all the circumstances attending the capture of the said sloop, are of opinion that Captain Robert Cathcart throughout the action behaved with the most cool and able judgment; and by not leaving the deck until twice severely wounded, with the most determined resolution and courage; and that he did not strike the *Seagull's* colours until she was totally unable to make the smallest defence; the court doth therefore adjudge Captain R. Cathcart, the officers, and ship's company of the *Seagull*, to be most honourably acquitted, and they were most honourably acquitted accordingly.



### Promotions and Appointments.

The mayor, sheriffs, and common council of the city of Cork, on the 26th ult. voted the freedom of that city to be presented in a silver box to the gallant Captain Seymour, of the *Amethyst*, for his very great gallantry and ability in the capture of the *Thetis*.

The Patriotic Fund have presented Captain W. H. Dillon with a sword, value 100 guineas, and 150*l.* for a piece of plate, for his gallant conduct on the 14th of March last.

The Master and Brethren of the Trinity-House, Leith, have unanimously conferred on Admiral Vashon and Sir Samuel Hood the freedom of their corporation; and have presented to the former an elegant silver snuff-box, with the following inscription engraved on the lid:—Presented to James Vashon, Esq. Vice-admiral of the Blue, by the Trinity House of Leith, November, 1808.

Vice-admiral the Hon. George Cranfield Berkeley is appointed to succeed Sir Charles Cotton, as commander-in-chief of his majesty's ships and vessels on the coast of Spain and Portugal.

Rear-admiral Sir Samuel Hood has hoisted his flag on board the *Zealous*, and sailed for the Mediterranean.

Rear-admiral Stopford has shifted his flag from the *Spencer* to the *Hibernia*.



Captain Inman, of the royal navy, is appointed resident commissioner of the navy at Madras. Captain Shield is appointed to be resident commissioner of the navy at the Cape of Good Hope.

Captain George Dundas is appointed resident commissioner of the navy at Bombay.

Captain Daniel Woodruffee, who commanded the *Calcutta* when she was captured by a squadron of the enemy's line-of-battle ships, after a most gallant action, is appointed agent for prisoners of war at Forton, near Gosport.

Captain Robert Carthcart, of the royal navy, is promoted to the rank of post captain, for his gallant conduct in the *Seagull*, with a Danish sloop of war and a fleet of gun-boats.

Captain Rainier, M.P. nephew of the late Admiral Rainier, is appointed to command his majesty's ship *Norge*.

Captain Codrington is appointed to command his majesty's ship *Blake*, *vice* Sir Charles Brisbane, Knt. appointed Captain-general of St. Vincent and the Grenadines.

Captain Sir Thomas Hardy, Bart. is appointed to be flag captain to Admiral Hon. G. C. Berkeley, commander-in-chief on the coast of Portugal.

Captain Hayes is appointed to command his majesty's ship *Theseus*, *vice* Bligh; Captain Samuel Hood Lindzay to the *Triumph*, *vice* Sir Thomas Hardy, Bart. Captain Hall to the *Ruby*; Captain Henderson to the *Venus*; Captain Woolcombe to the *Intrepid*; Captain Barland to the *St. Fiorenzo*; Captain Bissett to the *Danemark*; Captain Nourse to the *Frederickstein*; Captain W. Kent to the *Agincourt*; Captain John Pasco to the *Hindustan*; Captain W. Henry Byarn to the *Opossum*; Captain John Houstam to the *Monmouth*; Captain H. S. Butt to the *Raleigh*; Captain Robert England to the *Humber*, armed ship; Captain James Boxer to the *Skylark*; Captain Charles W. Boys to the *Satira*; Captain Pyles Mouchet to the *Drake*.

Lieutenant Blennerbasset, first lieutenant in the *Amethyst* in her late gallant action, is promoted to the rank of commander.

#### Lieutenants appointed.

Lieutenant W. Gregory is appointed to the *Inflexible*; Robert Drummond to the *Badger*; Charles Turner (2) to the *Redpole*; Robert Holdgate to the *Mercurius*; John Smith (8) to the *Doterel*; W. F. Boileau to the *Conqueror*; J. G. Carter to the *Mercurius*; Samuel Slout to the *Lyra*; Samuel Nesbitt to the *Badger*; Thomas Sherwin to the *Flamer*; J. K. Tudor to the *Glomen*; Joseph Judas to the *Stately*; Charles A. Baumgardt to the *Plover*; Edward W. Garrett to the *Onyx*; John S. Callanan to the *Minotaur*; George Williamson to the *Nassau*; Joseph Hawker to the *Agincourt*; Joseph Hammer to the *Kangaroo*; John Muerson to the *Stately*; Thomas A. Barnard to the *Phipps*; George Bush (2) to the *Triumph*; Thomas L. Troughton to ditto; William Stevenson to the *Lyra*; John Medlicott to the *Norge*; William Thomas to ditto; Charles Barber to ditto; Victor Fielding to the *Satellite*; Richard Twigg to the *Leviathan*; James Stone to the *Malta*; Henry Weeks to the *Osprey*; Percy Brett to the *Implacable*; Joseph Neill to the *Skylark*; William Lawrence to the *Norge*; Henry Rice to the *Phœbe*; the Hon. R. Somerville to ditto; Francis G. Willock to the *Pelorus*; Edward B. Watson to the *Doterel*; William Davis to the *Ville de Paris*; John Paget to ditto; George Leeward to ditto; James Meara to ditto; Joseph Warton to ditto; Michael J. Bell to the *Violet lugger*, from the impress service; Thomas Stewart to the *Talbot*; Thomas Hunloke to the *Lily*; Walter Wyndien to the *Dolphin*; Thomas Jones (2) to the *Aboukir*; Peter Crawford to the *Defence*; George

A. Ross to the *Impetueux*; William Dawes to the *Resistance*; Robert M. Jackson to the *Bustard*; Robert Helpman to the *Raleigh*; John S. Cowan to the *Barfleur*; Gordon Falcon to ditto; Francis Molesworth to the *Goldfinch*; George Warcup to the *Talbot*; Leslie Boulderstone to the *Vulture*; Edward Munday to the *Alert* sloop; George Troke to the *Dolphin*; Richard Charles Phillips to the *Combatant*; David Right Hon. Lord Balgonie to the *Minorca*, from the *Cygnat*; Joseph Lymes to the *Bonne Citoyenne*; Francis Molesworth to the *Thames*; Michael Raven to the *Castor*; Edward Reding to the *Drake*; Joseph Williams to the *Dannemark*; William Glasscock to ditto; James Brown (2) to the *Monmouth*; Charles A. Baumgardt to the *Goldfinch*; Henry Price to the *Rose*; W. S. Fuller to the *Blake*; Jos. Skottowe to the *Dannemark*; Samuel John Hall to the *Agincourt*; Nathaniel Belchier to the *Thetis*; Frederick Worsley to the *Defence*; James Gordon to the *Osprey*; James Molineaux to the *Namur*; Richard C. Mould to the *St. Albans*; B. N. Hoar to the *Opossum*; John Everard to the *Elphina*; Charles Walker to the *Triumph*.

Midshipmen passed for lieutenants the first Wednesday in the month: John Lane, James M'Donald, John Hames, Eb. Winton, James Gordon, W. L. Brake, Thomas Day, Richard Williams, J. G. Jacob, J. H. Moore, G. R. Andrews, Jos. Ramsay, R. J. Fayrer, Robert Wauchope, Henry Rowe.

#### Surgeons appointed.

Dr. D. J. W. Dickson is promoted by the Lords of the Admiralty to be physician to his majesty's ships and vessels on the Leeward Island station.

Mr. Martyr is appointed from the admiralty office, by the Right Hon. Sir J. B. Warren, to succeed Mr. Prince as purser of the *Centurion*.

Mr. John Francis Legge is appointed to be surgeon of the *Pert*; Mr. John Ogilvie to the *Skylark*; Mr. James Crockatt to the *Termagent*; Wm. Gilmore to the *Rinaldo*; Robert Chambers to the *Thetis*; Wm. Bruce to the *Sparrow-hawk*; Robert Mulberry to the *Ville de Paris*; John C. Clarke to the *Talbot*; Rose Herring to the *Prothee*, P. S. John Young to the *Conqueror*; George Major to the *Reindeer*; James Rutherford to the *Majestic*; John Inches to the *Iris*; James Wade to the *Cheerful* cutter; Henry Parkin to the *Impetueux*; L. B. Oliver to the *Africa*; Charles Bunting to the *Opossum*; John Strang to the *Winchelsea*; James Gray to the *Ætna* bomb; John Jones to the *Frederickstein*; John Johnstone to the *Phipps*; E. Lazzaretto to the *Brilliant*; Alexander M'Glashan to the *Boadicea*; Joseph Alexander to the *Calliope*; Thomas Stone to the *Terror* bomb; Robert Marks to the *Castor*; John Griffiths to the *Circe*; Wm. Shovellen to the *Dannemark*; J. B. Shepherd to the *Circe*, vice Griffiths; Wm. Cuthbertson to the *Standard*; Robert Williams to the *Monmouth*; Thomas Fisher to the *Cordelia*; J. J. Van Butchell to the *Griffon*.

#### Assistant Surgeons appointed.

Mr. Ralph Todd is appointed assistant surgeon of the *Royal William*; Mr. Edmund Pearce to be an hospital mate at Mill Prison; Mr. Patrick Martin to be assistant surgeon of the *San Pareil*; Mr. Erasmus Perkins to the *Mariner* gun-brig; Thomas Heynes to the *Centinel*; Francis Logan to the *Namur*; Matthew Burnside to the *Resolution*; Patrick Burn and James Hovell to be hospital mates at the royal hospital at Haslar; Mr. J. H. Acheson is appointed to be assistant surgeon of the *Repulse*; James Hall to the *Pegase* hospital ship; James Stewart to the *Basilisk* gun-brig; John Urquhart to the *Brilliant*; James O'Reilly to the *Ardent*; Stephen Mason to the *Drvad*; James Lepper to the *Exertion*; Robert Lomas to be hospital mate at the royal hospital at Deal, vice Lepper; John Reid to be assistant

surgeon of the *Conqueror*; James Craigie to the *Dromedary*; Andrew Johnstone to the *Royal William*; Thomas Heynes to the *Starling* gun-brig; J. J. Penny to the *Thames*; Robert Bell to the *Desperate* gun-brig; Hugh Rodie to the *Clorinde*; Mr. George Clayton to be hospital mate at Haslar; William Alexander to the *Brilliant*; George Russel to the *Enterprise*.

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#### BIRTHS.

At Yarmouth, on the 23d of December, the lady of Captain Curry of the royal navy, of a son.

On the 7th of December, at the Admiralty, of a son, the lady of the Right Hon. Lord Mulgrave, first lord commissioner of the Admiralty.

At Cobham-hall, Cambridge, the lady of Captain Spelman Swaine, R. N. of a daughter.

Lately, the lady of Captain Sir John Louis, Bart. son of the late Admiral Sir T. Louis, of a son.

Lately, at the royal hospital at Deal, the lady of Alexander Copland Hutcheson, Esq. surgeon to that establishment, of a son.

At Upton, Worcestershire, on the 17th of Dec. the lady of Captain John Houstoun, of the royal navy, of a son.

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#### MARRIAGES.

On the 17th of December, at the parish church of St. Mary-le-bonne, C. W. Williams, Esq. of Banstead, Surrey, secretary to Admiral Dacres, late commander-in-chief on the Jamaica station, to Miss Harriet Chubb, of Kennington.

Lately, at Thornhill, Yorkshire, Captain John Sykes, of the Hon. East India Company's service, to Miss Maria Morgan, second daughter of Aaron Morgan, Esq. of Savage Gardens, London.

At St. George's, Hanover-square, on the 1st of December, by the Rev. Walsingham Western, Charles Andrew Caldwell, Esq. only son of Admiral Caldwell, to Charlotte Ann, second daughter of the late, and sister to the present Sir William Abdy, Bart.

On the 25th of November, at North Yarmouth, Captain Bradby, of his majesty's sloop *Calypso*, son of Admiral Bradby, to Miss Catherine Douglas, second daughter of Admiral Douglas, commander-in-chief at Yarmouth.

On the 7th of December, at St. Pancras, J. B. Sladen, Esq. of Ripplecourt, Kent. to Ethelred, eldest daughter of Kingsman St. Barbe, Esq. of the royal navy.

On the 8th of December, at St. George's, Hanover-square, Lieutenant-colonel Gascoyne, in the Hon. East India Company's service, to Mrs. Denton, of Tavistock-square, widow of the late Samuel Denton, Esq. purser in the royal navy.

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#### DEATHS.

Lately, at her house in Lansdown Crescent, Mrs. Graves, relict of Rear-admiral Graves.



On the 8th of December, Mr. W. R. Badcock, midshipman, of his majesty's ship *Stately*, and grandson of Richard Cumberland, Esq.

On the 11th of December, on board the *Terror* bomb, Mr. George Stark, surgeon of that vessel.

At the Admiralty, the Hon. Henrietta Sophia Phipps, eldest daughter of the Right Hon. Lord Mulgrave, aged 10 years.

Lately, at Halifax, Nova Scotia, Mr. James Prince, purser of his majesty's ship *Centurion*.

Lately was killed in a duel, at Gibraltar, with Major Ashe of the 48th regiment, Mr. Brougiere, purser of the *St. Juan* prison-ship, at that place.

On the 12th of December, at her father's apartments in Greenwich hospital, Miss Ann Williams, daughter of Lieutenant Williams, of that institution.

In May last, on board the *Hind* sloop of war, the son of Felix M'Carthy, Esq. he was a youth of much promise, and was recommended by Lady Hamilton to the immortal Nelson, by whose spirit the youth seemed on all occasions to be animated and impelled.

On the 12th of December, at Osborne's hotel, Lieutenant Wm. Skelton, of the royal navy, aged 27 years. He was third son of the late Arnoldus Jones Skelton, Esq. of Papcastle, in the county of Cumberland, and first cousin to the present Marquis Cornwallis.

On the first of December, aged 60, Mrs. Charlotte Dodd, wife of Vice-admiral Dodd, of Exeter.

On the 1st of December, suddenly, at Stonehouse, Mrs. Nicholson, wife of George Nicholson, Esq. purser in the royal navy. Mrs. N. the preceding evening attended the marine ball with a party of friends, and appeared to be in good health and spirits.

On Wednesday, the 14th of December, at Ipswich, Rear-admiral Uvedale.—He was made a post-captain in the year 1760, and superannuated in the year 1790.

On Wednesday, the 21st of December, at Crabthorn, near Titchfield, aged 75, James Green, Esq. one of the oldest officers of the royal marine corps on the list. He was at the taking of *Havannah*, in the year 1760, under Sir G. Pocock and Lord Albemarle.

On the 29th of November, at Chilland-cottage, near Winchester, aged 75, Sir Thomas Paisley, Bart. admiral of the white squadron.—A portrait and biographical memoir of this officer, who lost his leg in the memorable battle of the first of June, 1794, are given in the IVth volume of the *NAVAL CHRONICLE*, page 349.

MR. EDITOR,

The following detail of the melancholy death of the late Captain Balderstone, of his majesty's sloop *Parthian*, was given to me by an officer of high rank, who was on board that sloop shortly after the unfortunate circumstance happened. If you think it worthy of being placed amongst your naval records, it is much at your service.

J. T. LEE.

Captain Balderstone having come on board with despatches, which the *Parthian* was to convey to Corrunna, the ship's company being all on deck getting under weigh, and Mr. Smith, one of the master's mates, not appearing amongst them in his station, Captain B. sent for him, and desired to know why he was not at his station. He pleaded ignorance of all hands being

turned up, in a most insolent manner. Captain B. then said, as he had so often conducted himself in an un-officer-like manner, that he would disrate him; and that in future he should do his duty before the mast on the fore-castle. To which he replied, "You may do as you please, sir;" folded his arms, and retired in a contemptuous manner. Captain B. then directed the purser to disrate him on the ship's books. In the mean time, the sloop being under weigh, Mr. Smith went below to his berth; and, after having locked himself in, cut a ball into four pieces, which, together with a ball cartridge, he put into one of the ship's pistols, and having put another ball cartridge into his pocket, went into the midshipmen's birth on the other side, and sat down with two young gentlemen to dinner; about the middle of which he suddenly rose up, struck his fist hard upon the table, said "Shall I suffer the disgrace of being disrated? no; I'll be revenged; and this is the last dinner I shall ever sit down to with you;" addressing himself to the two young gentlemen sitting at table with him. Upon which he rushed out of the berth, caught up the pistol, which he had concealed behind him, and went up the after-ladder. The young midshipmen alluded to gave the alarm, by calling out, "Stop Mr. Smith;" which the captain's steward, on seeing the butt end of the pistol from under his jacket, attempted to do, but without success; the surgeon also saw him cross the quarter-deck, and attempted to stop him. Captain B. was at this time standing on the small ladder at the gangway; when Mr. S. being about three or four feet from him, discharged the pistol directly into his back; which shattered his back-bone and the internal parts most dreadfully. Captain B. exclaimed "I am shot! who fired at me?" and fell into the arms of the purser. Mr. Smith was instantly secured, without much resistance, but said "It was his determination, had time been allowed him, to have reloaded the pistol, and shot the first lieutenant." It was with difficulty that the ship's company were prevented from tearing him to pieces, so much was Captain Balderstone beloved by the men. It was at first determined to send Captain B. to the hospital; but he refused, saying, "It was his wish to die on board his sloop." Dr. Beattie, the physician to the Channel fleet, was immediately sent for, but arrived unfortunately about 10 minutes after Captain Balderstone had breathed his last. Dr. Beattie being the intimate friend of Captain B. questioned Mr. Smith, as to his motive for committing so atrocious a murder? his reply was, "that he had his independent feelings as well as others." Dr. B. then said, "You will certainly suffer the utmost severity of the law," which, Mr. S. said, "he was well convinced of; but, as he was sure Captain B. meant to flog him when the ship was at sea, he would rather suffer any punishment the law could inflict, than receive one lash on his back." Dr. Beattie then asked him, "If this was his only reason for committing the horrid murder he had just been guilty of?" he replied, "It was his only motive." On being questioned, he said that "his parents were of Irish and Scotch descent, but that he was born in St. Croix; where his father is a planter." The body of Captain B. was removed to the hospital, and opened; and afterwards interred with military honours. Thus fell, by the hands of a base assassin, a young officer who bade fair shortly to be a bright ornament to the naval service.

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\*.\* In the obituary, page 424, of this volume, we mentioned the death of Lieutenant Morres, of the 22d regiment of foot; we now beg to add, that he was the third son of the late Rev. Redmond Morres, rector of Clonmow, in the county of Cork, by Miss Mary Eyre Dalton, only child of Edward Dalton, Esq. of Deer Park, county of Clare, and niece to the late Right Hon. John Lord Eyre (a title now extinct) of Eyre Court castle.

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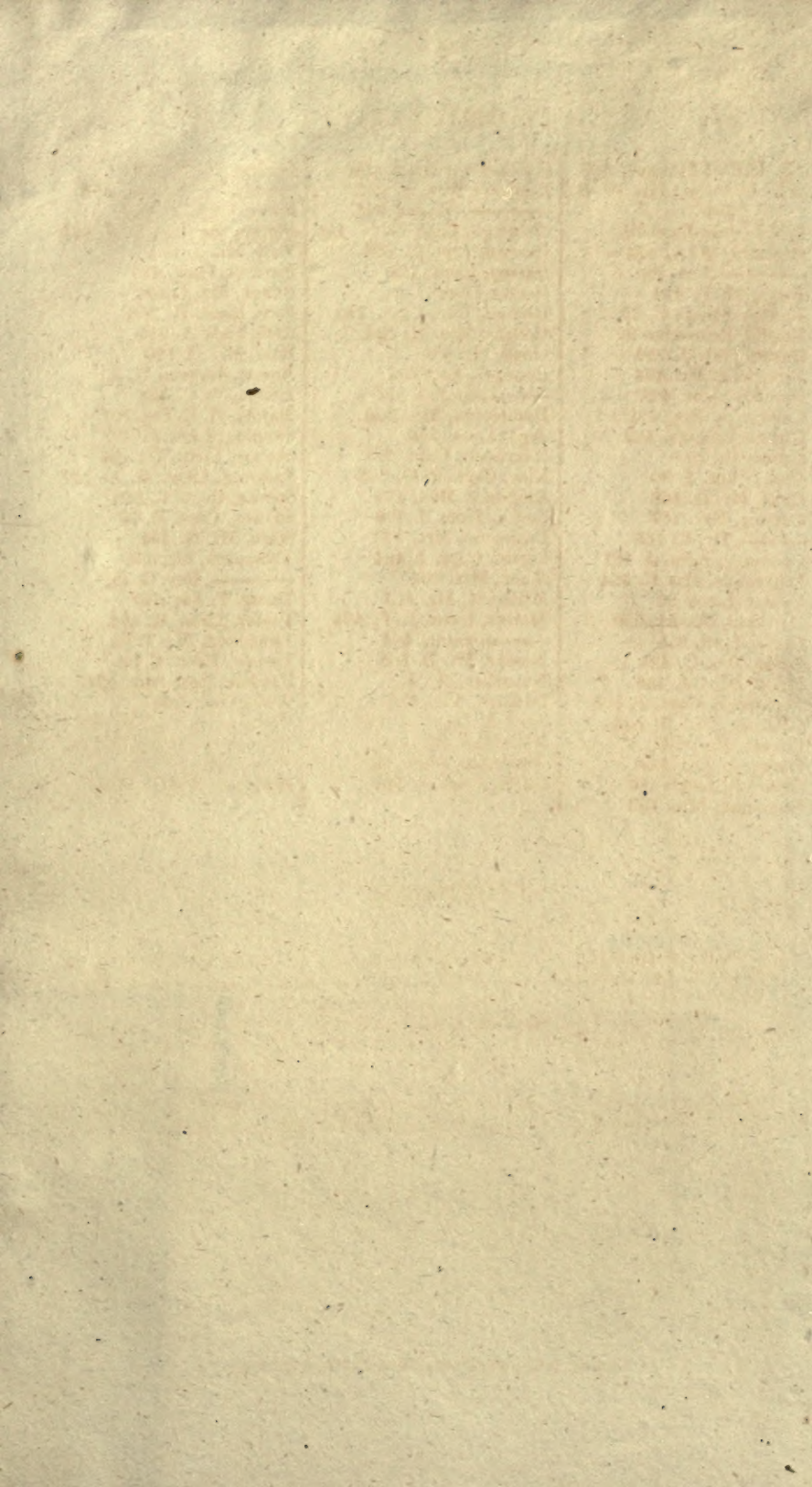
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